

# BookletChart<sup>TM</sup>

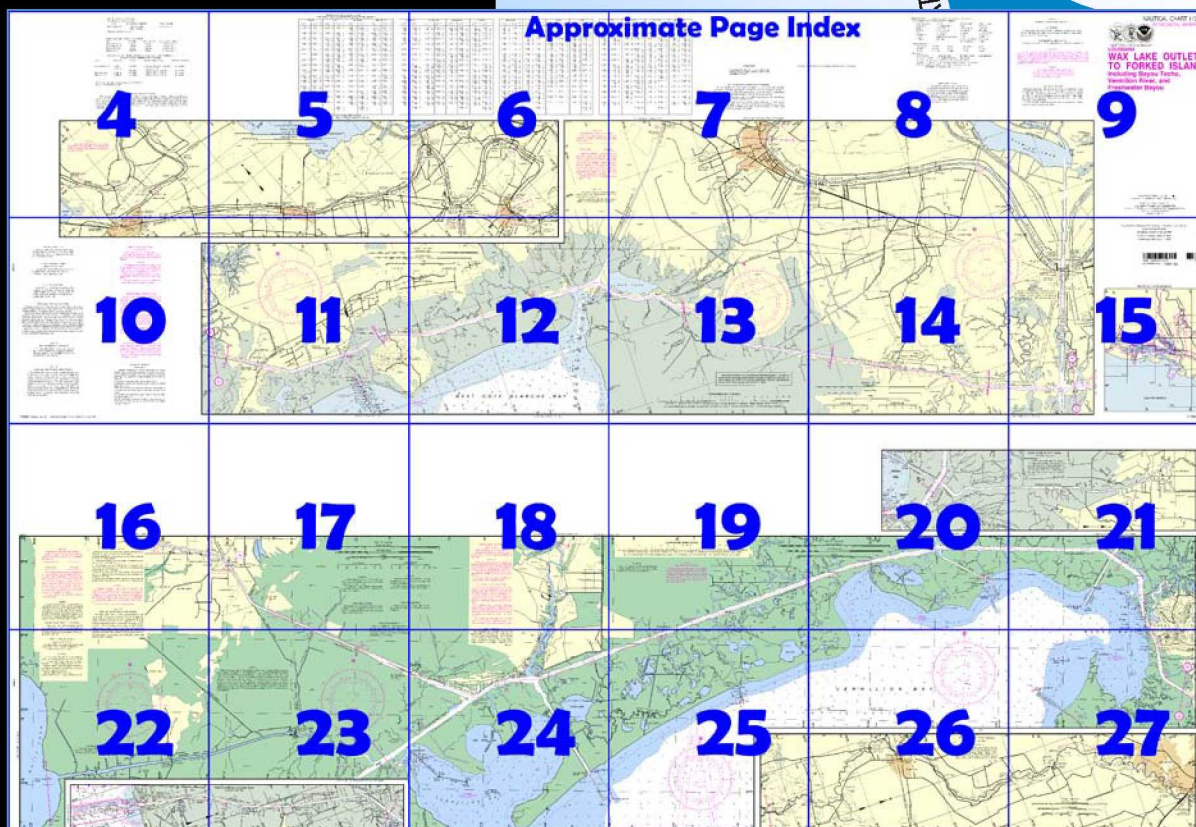
## Wax Lake Outlet to Forked Island

(NOAA Chart 11350)



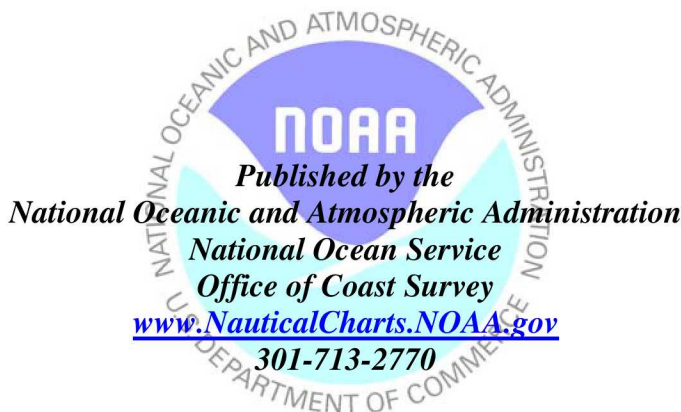
A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ✓ Complete, reduced scale nautical chart
- ✓ Print at home for free
- ✓ Convenient size
- ✓ Up to date with all Notices to Mariners
- ✓ United States Coast Pilot excerpts
- ✓ Compiled by NOAA, the nation's chartmaker.



Home Edition (not for sale)





### What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

### What is a BookletChart™?

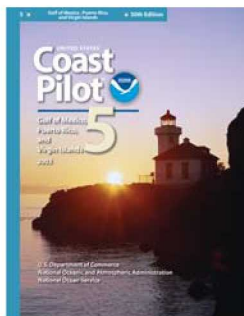
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

### Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



#### **[Coast Pilot 5, Chapter 9 excerpts]**

(226) **Bayou Teche** is a navigable waterway in S Louisiana parallel to and 35 miles W of the Mississippi River, meandering NW for about 93 miles from its junction with Lower Atchafalaya River.

(236) **Hanson Canal** is 20.2 miles above Berwick Lock; little used for navigation, it leads S from Bayou Teche at Garden City, turns W, and enters and follows Bayou Portage to the Intracoastal Waterway in Bayou Bartholomew.

(237) **Franklin**, about 22 miles above Berwick Lock, is an agricultural center that has several industries, and is the seat of St. Mary Parish. **Franklin Canal**, SW of Franklin, leads into **Bayou Portage** and connects with the Intracoastal Waterway at Bayou Bartholomew.

(241) **Jeanerette** is 44 miles above Berwick Lock and is chiefly a market town; its principal products are sugar, oil, pecans, and peppers. There is a large foundry in the town.

(246) **New Iberia**, the seat of Iberia Parish, lies on the banks of Bayou Teche, 54 miles above Berwick Lock.

(262) The Lower Atchafalaya River leads N from Berwick Bay through Stouts Pass to Sixmile Lake. The marked channel N through **Sixmile Lake** and **Grand Lake** is part of the Atchafalaya River navigation system.

(263) **Wax Lake Outlet**, a drainage canal for the Atchafalaya Floodway, is not a maintained waterway, however, it has some light barge traffic.

(271) **West Cote Blanche Bay**, and **Vermilion Bay** together make up a large body of water extending WNW from the NW side of Atchafalaya Bay, and are separated from the Gulf by Marsh Island.

(273) **The Jaws**, at the NE corner of West Cote Blanche Bay is a passage connecting the bay with the Intracoastal Waterway and with **Charenton Drainage and Navigation Canal**. In April 1997, the controlling depth was 4 feet through the passage; knowledge of local existing conditions is advised.

(274) **Cote Blanche Island**, 97 feet high, is on the N side of West Cote Blanche Bay. From the bay side, the island appears as a reddish-yellow steep bluff. **Ivanhoe Canal**, W of the island, connects West Cote Blanche Bay with the Intracoastal Waterway.

(276) **Cypremort Point**, on the E side of Vermilion Bay and NW side of West Cote Blanche Bay, is the site of a summer resort. Several private canals, on which are homes and private docks, have been dredged into the banks on the N side of the point. Gasoline, diesel fuel, ice, and a launching ramp are available at a fuel facility on the point. The canals and the channel leading to the fuel facility had reported controlling depths of about 3 feet in July 1982. Private mooring slips are available. State Route 319 connects the point with the town of **Cypremort**.

(277) **Weeks Island**, 171 feet high, is E of **Weeks Bay**, the NE extension of Vermilion Bay. The Intracoastal Waterway passes close along the W side of the island.

(278) **Avery Canal**, Avery 11350 leads NW from Vermilion Bay to a junction with Bayou Petite Anse at the Intracoastal Waterway. A dredged approach channel leads from Vermilion Bay to the canal.

(279) A dredged channel in **Bayou Petite Anse** leads from the Intracoastal Waterway N for about 5.3 miles to a fixed highway bridge at the N end of Avery Island.

(281) About 2.8 miles above the Intracoastal Waterway, the Acadiana Navigational Channel in **Bayou Carlin** branches NW from Bayou Petite Anse for about 2.5 miles to a junction with Bayou Tigre and Delcambre Canal.

(286) **Vermilion River**, also known as **Bayou Vermilion** and so marked at the bridge crossings, flows from the N and crosses the Intracoastal Waterway and enters Vermilion Bay through **Four Mile Cutoff (Vermilion River Cutoff)**.


(293) The **Port of Vermilion**, on the W side of the river just above Bancker, is the site of oilfield equipment fabrication companies. In 1982, the reported controlling depth in the port was 16 feet. A public dock at the port can provide gasoline and water.

(296) **Abbeville**, about 19 miles above the Intracoastal Waterway, is the seat of Vermilion Parish. There are grain elevators, grain driers, warehouses, and a rice mill.

(300) **Lafayette**, about 42 miles above the Intracoastal Waterway, is the seat of Lafayette Parish. Lafayette is referred to as the administrative oil capital of the world and is the headquarters of over 600 major and associated oil companies. It is the historical and cultural center of the Acadian country and Cajun people.

(301) **Freshwater Bayou Channel**, a dredged channel, leads from the Gulf to the entrance of **Freshwater Bayou Canal**. Freshwater Bayou Canal continues N to the Intracoastal Waterway about 1 mile W of Intracoastal City.


# Table of Selected Chart Notes

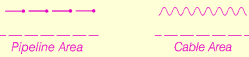
<b>HEIGHTS</b> Heights in feet above Mean High Water.
<b>CABLE FERRY</b> Cable across the river may be at or near the water surface. Mariners should exercise caution when navigating in this area.
<b>INLAND WATERWAY</b> The controlling depth from Schooner Bayou Canal to Mernetau River via White Lake and Grand Lake was 4 feet. Mar. 1996
All craft should avoid areas where the skin divers flag, a red square with a diagonal white stripe, is displayed.
<b>CAUTION</b> Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.
<b>CAUTION</b> Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.
Improved channels shown by broken lines are subject to shoaling, particularly at the edges.
<b>WARNING</b> The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.
<b>RADAR REFLECTORS</b> Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.
Improved channels shown by broken lines are subject to shoaling, particularly at the edges.
<b>CAUTION</b> Gas and Oil Well Structures Uncharted platforms, gas and oil well structures, pipes, piles and stakes exist within the obstruction areas outlined by dashed magenta lines. Additionally, uncharted platforms, gas and oil well structures, pipes, piles and stakes can exist outside the outlined obstruction areas, and within the limits of this chart.
<b>CAUTION</b> Small craft should stay clear of large commercial and government vessels even if small craft have the right-of-way.
<b>CAUTION</b> <b>SUBMARINE PIPELINES AND CABLES</b> Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:  Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling. Covered wells may be marked by lighted or unlighted buoys.
<b>MINERAL DEVELOPMENT STRUCTURES</b> Obstruction lights and sound (fog) signals are required for fixed mineral development structures shown on this chart, subject to approval by the District Commander, U.S. Coast Guard (33 CFR 67).

<b>INTRACOASTAL WATERWAY AIDS</b> The U.S. Aids to Navigation System is designed for use with nautical charts, and the exact meaning of an aid to navigation may not be clear unless the appropriate chart is consulted. Aids to navigation marking the Intracoastal Waterway exhibit unique yellow symbols to distinguish them from aids marking other waterways. When following the Intracoastal Waterway westward from Carrabelle, FL to Brownsville, TX, aids with yellow triangles should be kept on the starboard side of the vessel and aids with yellow squares should be kept on the port side of the vessel. A horizontal yellow band provides no lateral information, but simply identifies aids to navigation as marking the Intracoastal Waterway.
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<b>RADAR REFLECTORS</b> Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.
<b>CAUTION</b> Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117. Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution. Station positions are shown thus: ○ (Accurate location)    ◌ (Approximate location)
<b>NOTE S</b> Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229. Additional information concerning the regulations and requirements for use of the sites may be obtained from the Environmental Protection Agency (EPA). See U.S. Coast Pilots appendix for addresses of EPA offices. Dumping subsequent to the survey dates may have reduced the depths shown.
<b>VERMILION RIVER</b> The controlling depths were 11 feet from the Intracoastal Waterway to the Perry Bridge; thence 7½ feet to the Broussard Bridge; thence 4½ feet to the Ambassador Caffery Bridge; thence shoal to bare to the Pinhook Bridge. Overhead power cable at Rose Hill authorized clearance 65 feet. Mar 1997

<b>CAUTION</b> Gas and Oil Well Structures Uncharted platforms, gas and oil well structures, pipes, piles and stakes exist within the obstruction areas outlined by dashed magenta lines. Additionally, uncharted platforms, gas and oil well structures, pipes, piles and stakes can exist outside the outlined obstruction areas, and within the limits of this chart.
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<b>INTRACOASTAL WATERWAY</b> Project Depths 12 feet Carrabelle, FL to Brownsville, TX. The controlling depths are published periodically in the U.S. Coast Guard Local Notice to Mariners. Distances The Waterway is indicated by a magenta line. Mileage distances shown along the Waterway are in Statute Miles, based on zero at Harvey Lock, LA, and are indicated thus:  Tables for converting Statute Miles to International Nautical Miles are given in U.S. Coast Pilot 5. Courses are TRUE and must be CORRECTED for any variation and compass deviation.
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<b>CAUTION</b> <b>SUBMARINE PIPELINES AND CABLES</b> Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:  Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling. Covered wells may be marked by lighted or unlighted buoys.
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<b>CAUTION</b> <b>BASCULE BRIDGE CLEARANCES</b> For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.
Corrected through NM Jun. 14/08, LNM Jun. 3/08
Corrected through NM Jun. 14/08, LNM Jun. 3/08
Corrected through NM Jun. 14/08, LNM Jun. 3/08
<b>CAUTION</b> <b>WARNINGS CONCERNING LARGE VESSELS</b> The "Rules of the Road" state that recreational boats shall not impede the passage of a vessel that can navigate only within a narrow channel or fairway. Large vessels may appear to move slowly due to their large size but actually transit at speeds in excess of 12 knots, requiring a great distance in which to maneuver or stop. A large vessel's superstructure may block the wind with the result that sailboats and sailboards may unexpectedly find themselves unable to maneuver. Bow and stern waves can be hazardous to small vessels. Large vessels may not be able to see small craft close to their bows.
<b>NOTE A</b> Navigation regulations are published in Chapter 2, U.S. Coast Pilot 5. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 8th Coast Guard District in New Orleans, LA, or at the Office of the District Engineer, Corps of Engineers in New Orleans, LA. Refer to charted regulation section numbers.

<b>CAUTION</b> <b>WARNINGS CONCERNING LARGE VESSELS</b> The "Rules of the Road" state that recreational boats shall not impede the passage of a vessel that can navigate only within a narrow channel or fairway. Large vessels may appear to move slowly due to their large size but actually transit at speeds in excess of 12 knots, requiring a great distance in which to maneuver or stop. A large vessel's superstructure may block the wind with the result that sailboats and sailboards may unexpectedly find themselves unable to maneuver. Bow and stern waves can be hazardous to small vessels. Large vessels may not be able to see small craft close to their bows.
<b>RULES OF THE ROAD</b> (ABRIDGED) Motorless craft have the right-of-way in almost all cases. Sailing vessels and motorboats less than sixty-five feet in length shall not hamper, in a narrow channel, the safe passage of a vessel which can navigate only inside that channel. A motorboat being overtaken has the right-of-way. Motorboats approaching head to head or nearly so should pass port to port. When motorboats approach each other at right angles or obliquely, the boat on the right has the right-of-way in most cases. Motorboats must keep to the right in narrow channels when safe and practicable. Mariners are urged to become familiar with the complete text of the Rules of the Road in U.S. Coast Guard publication "Navigation Rules."
COLREGS: International Regulations for Preventing Collisions at Sea, 1972. Demarcation lines are shown thus: 

<b>AUTHORITIES</b> Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.
<b>HURRICANES AND TROPICAL STORMS</b> Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations. Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved. Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.
<b>TIDAL INFORMATION</b> Predicted times for high and low tides may be obtained in West Cote Blanche Bay (29° 44' - 91° 43') by adding 2 hours 19 minutes for high water, and 2 hours 16 minutes for low water; and in Weeks Bay (29° 48' - 91° 59') by adding 1 hour 44 minutes for high water, and 2 hours 32 minutes for low water, to the times listed in the Galveston, Texas tide table. In the Intracoastal Waterway between Wax Lake Outlet and Forked Island the periodic tide is negligible.

MERCATOR PROJECTION, SCALE 1:40,000 AT LAT. 29°46'  
SOUNDINGS IN FEET  
AT MEAN LOWER LOW WATER  
North American Datum of 1983  
(World Geodetic System 1984)



MARINE WEATHER FORECASTS  
NATIONAL WEATHER SERVICE

CITY	TELEPHONE NUMBER	OFFICE HOURS
Lake Charles, LA	(337) 477-5285	24 hours daily
	*(337) 439-0000	
*Recording (24 hours daily)		

NOAA WEATHER RADIO BROADCASTS

CITY	STATION	FREQ. (MHz)	BROADCAST TIMES
New Orleans, LA	KHB-43	162.55	24 hours daily
Baton Rouge, LA	KHB-46	162.40	24 hours daily
Morgan City, LA	KIH-23	162.475	24 hours daily
Lafayette, LA	WXX-80	162.55	24 hours daily

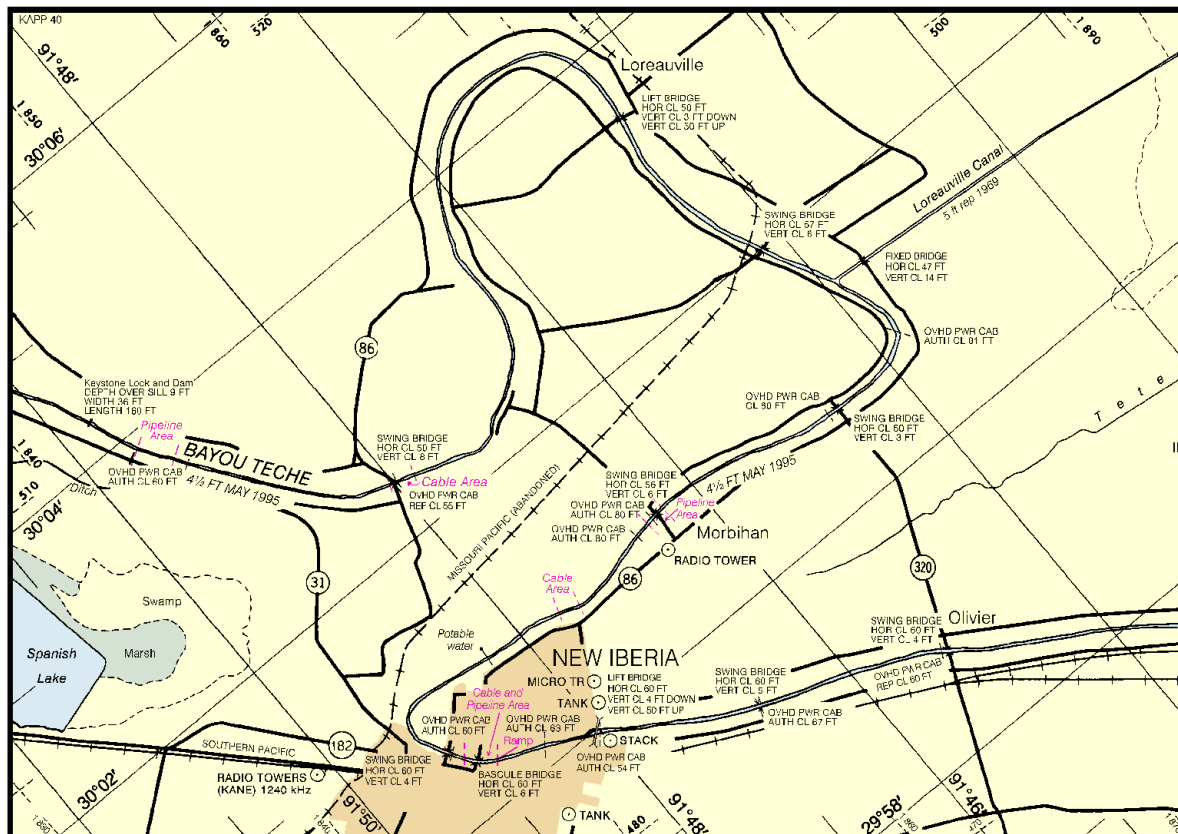
BROADCASTS OF MARINE WEATHER FORECASTS AND WARNINGS  
BY MARINE RADIOTELEPHONE STATIONS

CITY	STATION	FREQ.	BROADCAST TIMES	SPECIAL WARNING
New Orleans, LA	NMG (USCG)	2670 kHz	4:35, 6:35, 10:35 & 11:50 AM	On receipt
		157.1 MHz	4:35 & 11:50 PM	
Grand Isle, LA	NMG-15	157.1 MHz	4:50 & 10:50 AM 4:35 PM	On receipt
Benwick, LA	NMG-37	157.1 MHz	4:35 & 10:35 AM 4:35 PM	On receipt
			4:00 & 10:00 AM 4:00 PM	On receipt

Distress calls for small craft are made on 2182 kHz or channel 16 (156.80 MHz) VHF.

PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, <http://NauticalCharts.gov>, [help@NauticalCharts.gov](mailto:help@NauticalCharts.gov), or OceanGrafix at 1-877-56CHART, <http://OceanGrafix.com>, or [help@OceanGrafix.com](mailto:help@OceanGrafix.com).



RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

PLANE COORDINATE GRID  
(based on NAD 1927)

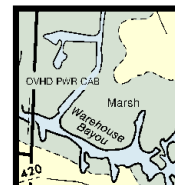
INTRACOASTAL WATERWAY

Project Depths

12 feet Carrabelle, FL to Brownsville, TX.  
The controlling depths are published periodically in the U.S. Coast Guard Local Notice to Mariners.

Distances

Joins page 10 by a magenta line.  
along the Waterway



Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

See Note on page 5.



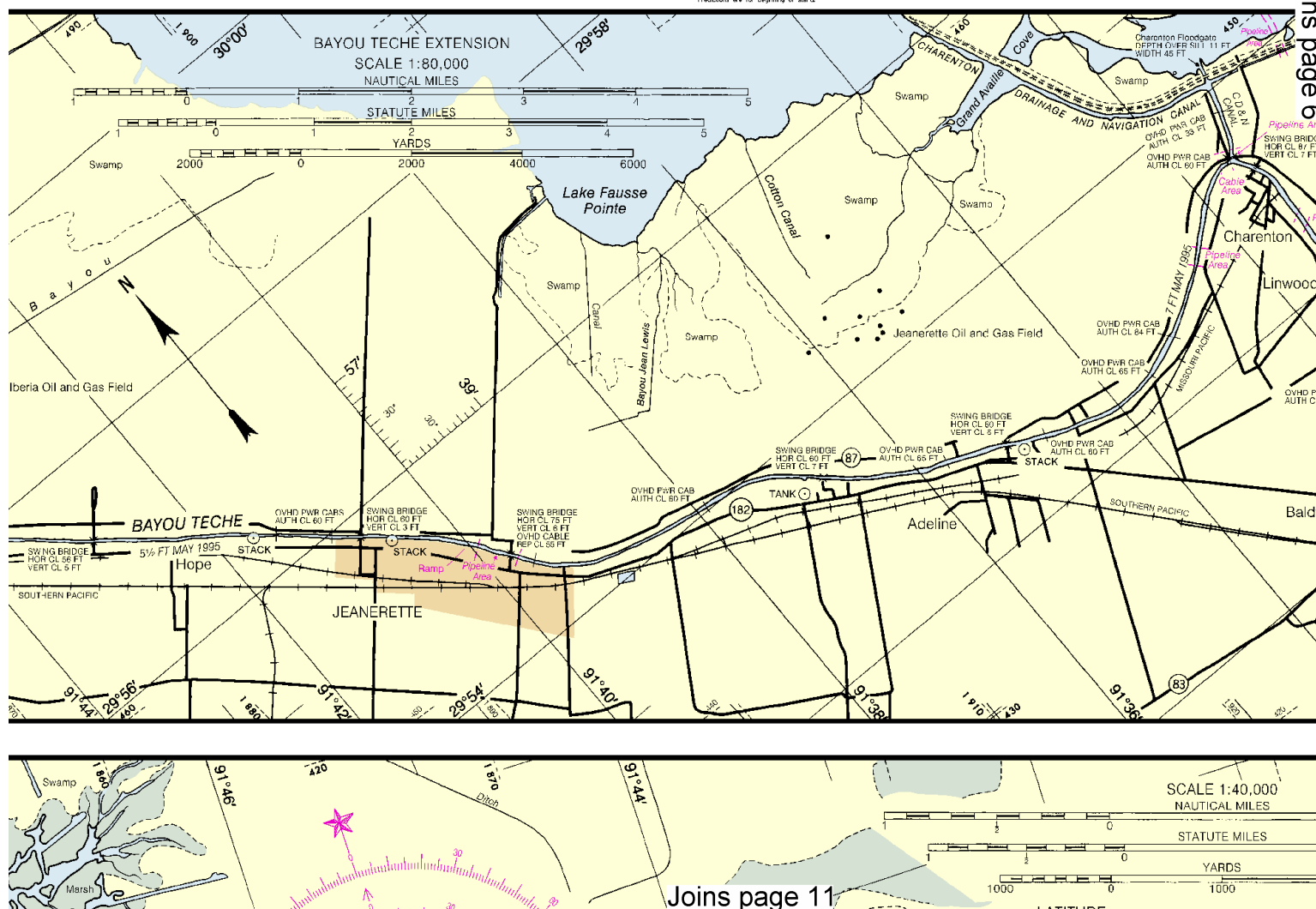


Predicted times and heights of high and low water—Central Standard Time. For Daylight Saving time, add 1 hour.  
To predict local tide, apply the time difference listed in the facility tabulations to these tide predictions.

[illegible]

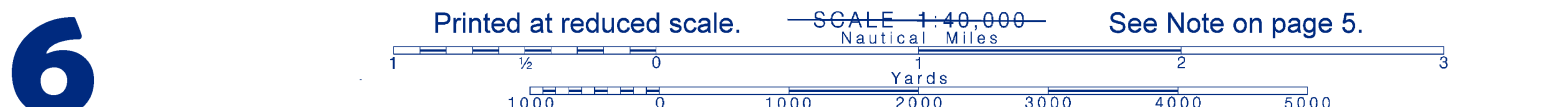
OCTOBER 2008				NOVEMBER 2008			
Time	Day	Time	Day	Time	Day	Time	Day
h.m.	ht.	h.m.	ht.	h.m.	ht.	h.m.	ht.
1 02:45	1	16 00:32	1,7	1 11:32	0,1	16 01:45	1
W 15:08	1,4	Th 11:07	0,0	F 20:37	1,6	So 15:40	1
2 05:51	1	16 18:47	1,1	2 23:01	1,6	2 05:51	1
3 08:29	1	16 19:00	1,1	3 02:07	1,7	3 08:29	1
4 10:37	1	16 19:00	1,1	4 10:37	1,7	4 10:37	1
5 12:11	0,3	16 19:00	1,1	5 12:11	0,3	5 12:11	0,3
6 14:02	0,3	16 19:00	1,1	6 14:02	0,3	6 14:02	0,3
7 15:58	1,6	16 20:00	2,1	7 15:58	1,6	7 15:58	1,6
8 18:03	1,6	16 20:00	2,1	8 18:03	1,6	8 18:03	1,6
9 19:00	1,6	16 20:00	2,1	9 19:00	1,6	9 19:00	1,6
10 20:37	1,6	16 20:00	2,1	10 20:37	1,6	10 20:37	1,6
11 21:18	1,6	16 21:24	2,0	11 21:18	1,6	11 21:18	1,6
12 22:03	1,6	16 22:03	1,1	12 22:03	1,6	12 22:03	1,6
13 23:01	1,6	16 22:03	1,1	13 23:01	1,6	13 23:01	1,6
14 24:02	1,6	16 22:03	1,1	14 24:02	1,6	14 24:02	1,6
15 25:08	1,6	16 22:03	1,1	15 25:08	1,6	15 25:08	1,6
16 26:18	1,6	16 22:03	1,1	16 26:18	1,6	16 26:18	1,6
17 27:31	1,6	16 22:03	1,1	17 27:31	1,6	17 27:31	1,6
18 28:47	1,6	16 22:03	1,1	18 28:47	1,6	18 28:47	1,6
19 29:58	1,6	16 22:03	1,1	19 29:58	1,6	19 29:58	1,6
20 31:12	1,6	16 22:03	1,1	20 31:12	1,6	20 31:12	1,6
21 32:29	1,6	16 22:03	1,1	21 32:29	1,6	21 32:29	1,6
22 33:48	1,6	16 22:03	1,1	22 33:48	1,6	22 33:48	1,6
23 35:09	1,6	16 22:03	1,1	23 35:09	1,6	23 35:09	1,6
24 36:32	1,6	16 22:03	1,1	24 36:32	1,6	24 36:32	1,6
25 37:57	1,6	16 22:03	1,1	25 37:57	1,6	25 37:57	1,6
26 39:24	1,6	16 22:03	1,1	26 39:24	1,6	26 39:24	1,6
27 40:53	1,6	16 22:03	1,1	27 40:53	1,6	27 40:53	1,6
28 42:24	1,6	16 22:03	1,1	28 42:24	1,6	28 42:24	1,6
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30 45:32	1,6	16 22:03	1,1	30 45:32	1,6	30 45:32	1,6
31 47:09	1,6	16 22:03	1,1	31 47:09	1,6	31 47:09	1,6
32 48:48	1,6	16 22:03	1,1	32 48:48	1,6	32 48:48	1,6
33 50:29	1,6	16 22:03	1,1	33 50:29	1,6	33 50:29	1,6
34 52:12	1,6	16 22:03	1,1	34 52:12	1,6	34 52:12	1,6
35 53:57	1,6	16 22:03	1,1	35 53:57	1,6	35 53:57	1,6
36 55:34	1,6	16 22:03	1,1	36 55:34	1,6	36 55:34	1,6
37 57:13	1,6	16 22:03	1,1	37 57:13	1,6	37 57:13	1,6
38 58:54	1,6	16 22:03	1,1	38 58:54	1,6	38 58:54	1,6
39 60:37	1,6	16 22:03	1,1	39 60:37	1,6	39 60:37	1,6

Time meridian 90° W. 0000 is midnight, 1200 is noon.  
 Heights are referred to mean lower low water which is the chart datum of soundings.  
 On days when the tide is diurnal, high water has an approximate span of about 7 hours.  
 Predictions are for beginning of stand.



This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:53333. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

FEBRUARY 2009				MARCH 2009				APRIL 2009				MAY 2009				JUNE 2009		
Day	Time	Ht.		Day	Time	Ht.		Day	Time	Ht.		Day	Time	Ht.		Day	Time	Ht.
1	818.3	0.0		1	1532.2	0.4		1	1632.0	0.2		1	1624.0	0.2		1	1551.4	0.0
Su	818.3	0.0		M	1550.1	0.0		M	1632.0	0.2		M	1624.0	0.2		M	1551.4	0.0
2	820.4	-0.4		2	1543.9	-0.4		2	1702.1	-0.1		2	1702.1	-0.1		2	1636.2	-0.2
M	801.1	0.0		Tu	1529.1	-0.0		Tu	1705.1	0.5		Tu	1719.1	0.5		Tu	1629.1	0.0
3	835.6	-0.4		3	1557.1	-0.4		3	1802.1	-0.4		3	1802.1	-0.4		3	1636.2	-0.2
Tu	714.1	1.0		Th	1550.1	-0.4		Th	1734.1	1.4		Th	1734.1	1.4		Th	1648.1	0.7
4	850.1	-0.7		4	1603.4	-0.4		4	1834.1	0.0		4	1834.1	0.0		4	1648.1	0.7
Th	752.1	0.0		F	1627.1	-0.2		F	1843.1	0.0		F	1843.1	0.0		F	1648.1	0.7
5	860.6	-0.9		5	1637.2	-0.4		5	1859.1	0.2		5	1903.1	0.4		5	1648.1	0.7
Sa	773.1	1.0		Sa	1644.1	-0.3		Sa	1947.0	0.8		Sa	1947.0	0.8		Sa	1648.1	0.7
6	873.9	-1.0		6	1650.4	-0.4		6	1954.1	0.5		6	1954.1	0.5		6	1648.1	0.7
F	806.1	-1.4		F	1657.1	-0.3		F	2002.1	0.7		F	2002.1	0.7		F	1648.1	0.7
7	880.6	-1.0		7	1661.0	-0.4		7	2012.1	0.2		7	2012.1	0.2		7	1648.1	0.7
Su	805.1	-0.9		Su	1664.0	-0.4		Su	2019.1	0.5		Su	2019.1	0.5		Su	1648.1	0.7
8	885.1	-1.0		8	1668.0	-0.4		8	2029.1	0.2		8	2029.1	0.2		8	1648.1	0.7
9	890.1	-1.0		9	1670.0	-0.4		9	2039.1	0.2		9	2039.1	0.2		9	1648.1	0.7
10	895.1	-1.0		10	1672.0	-0.4		10	2049.1	0.2		10	2049.1	0.2		10	1648.1	0.7
11	900.1	-1.0		11	1674.0	-0.4		11	2059.1	0.2		11	2059.1	0.2		11	1648.1	0.7
12	905.1	-1.0		12	1676.0	-0.4		12	2109.1	0.2		12	2109.1	0.2		12	1648.1	0.7
13	910.1	-1.0		13	1678.0	-0.4		13	2119.1	0.2		13	2119.1	0.2		13	1648.1	0.7
14	915.1	-1.0		14	1680.0	-0.4		14	2129.1	0.2		14	2129.1	0.2		14	1648.1	0.7
15	920.1	-1.0		15	1682.0	-0.4		15	2139.1	0.2		15	2139.1	0.2		15	1648.1	0.7
16	925.1	-1.0		16	1684.0	-0.4		16	2149.1	0.2		16	2149.1	0.2		16	1648.1	0.7
17	930.1	-1.0		17	1686.0	-0.4		17	2159.1	0.2		17	2159.1	0.2		17	1648.1	0.7
18	935.1	-1.0		18	1688.0	-0.4		18	2209.1	0.2		18	2209.1	0.2		18	1648.1	0.7
19	940.1	-1.0		19	1690.0	-0.4		19	2219.1	0.2		19	2219.1	0.2		19	1648.1	0.7
20	945.1	-1.0		20	1692.0	-0.4		20	2229.1	0.2		20	2229.1	0.2		20	1648.1	0.7
21	950.1	-1.0		21	1694.0	-0.4		21	2239.1	0.2		21	2239.1	0.2		21	1648.1	0.7
22	955.1	-1.0		22	1696.0	-0.4		22	2249.1	0.2		22	2249.1	0.2		22	1648.1	0.7
23	960.1	-1.0		23	1698.0	-0.4		23	2259.1	0.2		23	2259.1	0.2		23	1648.1	0.7
24	965.1	-1.0		24	1700.0	-0.4		24	2309.1	0.2		24	2309.1	0.2		24	1648.1	0.7
25	970.1	-1.0		25	1702.0	-0.4		25	2319.1	0.2		25	2319.1	0.2		25	1648.1	0.7
26	975.1	-1.0		26	1704.0	-0.4		26	2329.1	0.2		26	2329.1	0.2		26	1648.1	0.7
27	980.1	-1.0		27	1706.0	-0.4		27	2339.1	0.2		27	2339.1	0.2		27	1648.1	0.7
28	985.1	-1.0		28	1708.0	-0.4		28	2349.1	0.2		28	2349.1	0.2		28	1648.1	0.7
29	990.1	-1.0		29	1710.0	-0.4		29	2359.1	0.2		29	2359.1	0.2		29	1648.1	0.7
30	995.1	-1.0		30	1712.0	-0.4		30	2369.1	0.2		30	2369.1	0.2		30	1648.1	0.7
31	1000.1	-1.0		31	1714.0	-0.4		31	2379.1	0.2		31	2379.1	0.2		31	1648.1	0.7





JUNE 2009				JULY 2009				AUGUST 2009				SEPTEMBER 2009				
HI.	Time	Day	Time	HI.	Time	Day	Time	HI.	Time	Day	Time	HI.	Time	Day	Time	
Day	Day	Day	Day	Day	Day	Day	Day	Day	Day	Day	Day	Day	Day	Day	Day	
1	16 0240	0-7	10 0230	1-3	10 0859	1-2	10 0424	1-5	10 0334	1-5	10 0423	1-3	10 0313	1-9	10 0313	1-9
1	16 1000	1-3	W 1831	-0-3	10 1705	-0-3	10 1928	-0-3	10 1835	-0-4	10 0609	1-3	10 0758	1-4	10 0758	1-4
1	17 0111	1-0									10 1204	1-3	10 0838	1-7	10 0838	1-7
1	17 0605	0-5									10 2023	0-2	10 2024	0-3	10 2024	0-3
1	17 1732	0-0														
1	17 0111	1-0	2 0334	1-4	17 0245	1-3	2 0501	1-4	17 0355	1-5	2 0419	1-3	17 0325	1-6	17 0325	1-6
1	17 0605	0-5	10 1911	-0-4	17 0245	1-3	10 2048	-0-3	17 0355	1-5	10 0601	1-3	10 0601	1-1	10 0601	1-1
1	17 1732	0-0									10 1204	1-3	10 0838	1-7	10 0838	1-7
1	18 0223	1-3	3 0420	1-5	18 0323	1-5	3 0521	1-4	18 0416	1-6	3 0422	1-4	18 0443	1-5	18 0443	1-5
1	18 0859	1-1	3 1948	-0-5	18 1242	-0-7	18 2043	-0-3	18 0768	1-5	18 0918	1-2	18 0923	0-9	18 0923	0-9
1	18 0912	1-2	4 0112	1-5	18 1242	-0-7	18 2043	-0-3	18 0768	1-5	18 0918	1-2	18 0923	0-9	18 0923	0-9
1	18 1629	0-3									2 1250	0-4	2 1250	0-4	2 1250	0-4
1	19 0315	1-5	4 0459	1-0	19 0460	1-8	4 0531	1-3	19 0430	1-5	4 0419	1-4	19 0359	1-5	19 0359	1-5
1	19 0909	-0-5	4 2023	-0-5	19 0461	-0-8	10 0837	1-2	19 0942	1-3	10 0945	1-0	19 1007	0-6	19 1007	0-6
1	19 1009	1-6					10 1204	1-3	10 1204	1-3	10 1204	1-3	10 1204	1-3	10 1204	1-3
1	20 0401	1-6	5 0532	1-4	20 0445	1-6	5 0536	1-4	20 0458	1-4	5 0438	1-4	20 0412	1-5	20 0412	1-5
1	20 0934	-0-7	5 2057	-0-5	20 0941	1-4	5 2057	-0-5	20 0941	1-4	5 2057	-0-5	20 0941	1-4	5 2057	-0-5
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1	21 0943	-0-8	6 2126	-0-4	21 0943	-0-8	6 2126	-0-4	21 0943	-0-8	6 2126	-0-4	21 0943	-0-8	6 2126	-0-4
1							10 1204	1-3	10 1204	1-3	10 1204	1-3	10 1204	1-3	10 1204	1-3
1	22 0534	1-7	7 0820	1-3	22 0534	1-7	7 0820	1-3	22 0534	1-7	7 0820	1-3	22 0534	1-7	7 0820	1-3
1	22 1134	-0-9	7 1032	1-2	22 1134	-0-9	7 1032	1-2	22 1134	-0-9	7 1032	1-2	22 1134	-0-9	7 1032	1-2
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1	23 0621	1-6	8 0841	1-3	23 0621	1-6	8 0811	1-2	23 0454	1-3	8 0444	1-4	23 0131	1-2	23 0131	1-2
1	23 1134	1-6	8 1032	1-1	23 1134	1-6	8 1032	1-1	23 1134	1-6	8 1032	1-1	23 1134	1-6	8 1032	1-1
1	23 1731	1-5	8 1242	-0-3	23 1731	1-5	8 1242	-0-3	23 1731	1-5	8 1242	-0-3	23 1731	1-5	8 1242	-0-3
1	24 0705	1-5	9 0703	1-2	24 0649	1-2	9 0622	1-2	24 0604	0-9	9 0429	1-2	24 0408	0-3	24 0408	0-3
1	24 1134	1-5	9 1134	1-2	24 1134	1-5	9 1134	1-2	24 1134	1-5	9 1134	1-2	24 1134	1-5	9 1134	1-5
1	24 1731	1-5	9 1242	-0-3	24 1731	1-5	9 1242	-0-3	24 1731	1-5	9 1242	-0-3	24 1731	1-5	9 1242	-0-3
1	25 0744	1-4	10 0724	1-2	25 0744	1-4	10 0724	1-2	25 0744	1-4	10 0724	1-2	25 0744	1-4	10 0724	1-2
1	25 1134	1-4	10 1242	-0-3	25 1134	1-4	10 1242	-0-3	25 1134	1-4	10 1242	-0-3	25 1134	1-4	10 1242	-0-3
1	26 0744	1-4	11 0724	1-2	26 0744	1-4	11 0724	1-2	26 0744	1-4	11 0724	1-2	26 0744	1-4	11 0724	1-2
1	26 1134	1-4	11 1242	-0-3	26 1134	1-4	11 1242	-0-3	26 1134	1-4	11 1242	-0-3	26 1134	1-4	11 1242	-0-3
1	27 0744	1-4	12 0724	1-2	27 0744	1-4	12 0724	1-2	27 0744	1-4	12 0724	1-2	27 0744	1-4	12 0724	1-2
1	27 1134	1-4	12 1242	-0-3	27 1134	1-4	12 1242	-0-3	27 1134	1-4	12 1242	-0-3	27 1134	1-4	12 1242	-0-3
1	28 0744	1-4	13 0724	1-2	28 0744	1-4	13 0724	1-2	28 0744	1-4	13 0724	1-2	28 0744	1-4	13 0724	1-2
1	28 1134	1-4	13 1242	-0-3	28 1134	1-4	13 1242	-0-3	28 1134	1-4	13 1242	-0-3	28 1134	1-4	13 1242	-0-3
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1	29 1134	1-4	14 1242	-0-3	29 1134	1-4	14 1242	-0-3	29 1134	1-4	14 1242	-0-3	29 1134	1-4	14 1242	-0-3
1	30 0744	1-4	15 0724	1-2	30 0744	1-4	15 0724	1-2	30 0744	1-4	15 0724	1-2	30 0744	1-4	15 0724	1-2
1	30 1134	1-4	15 1242	-0-3	30 1134	1-4	15 1242	-0-3	30 1134	1-4	15 1242	-0-3	30 1134	1-4	15 1242	-0-3
1	31 0744	1-4	16 0724	1-2	31 0744	1-4	16 0724	1-2	31 0744	1-4	16 0724	1-2	31 0744	1-4	16 0724	1-2
1	31 1134	1-4	16 1242	-0-3	31 1134	1-4	16 1242	-0-3	31 1134	1-4	16 1242	-0-3	31 1134	1-4	16 1242	-0-3
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# CABLE FERRY

Cable across the river may be at or near the water surface. Mariners should exercise caution when navigating in this area.

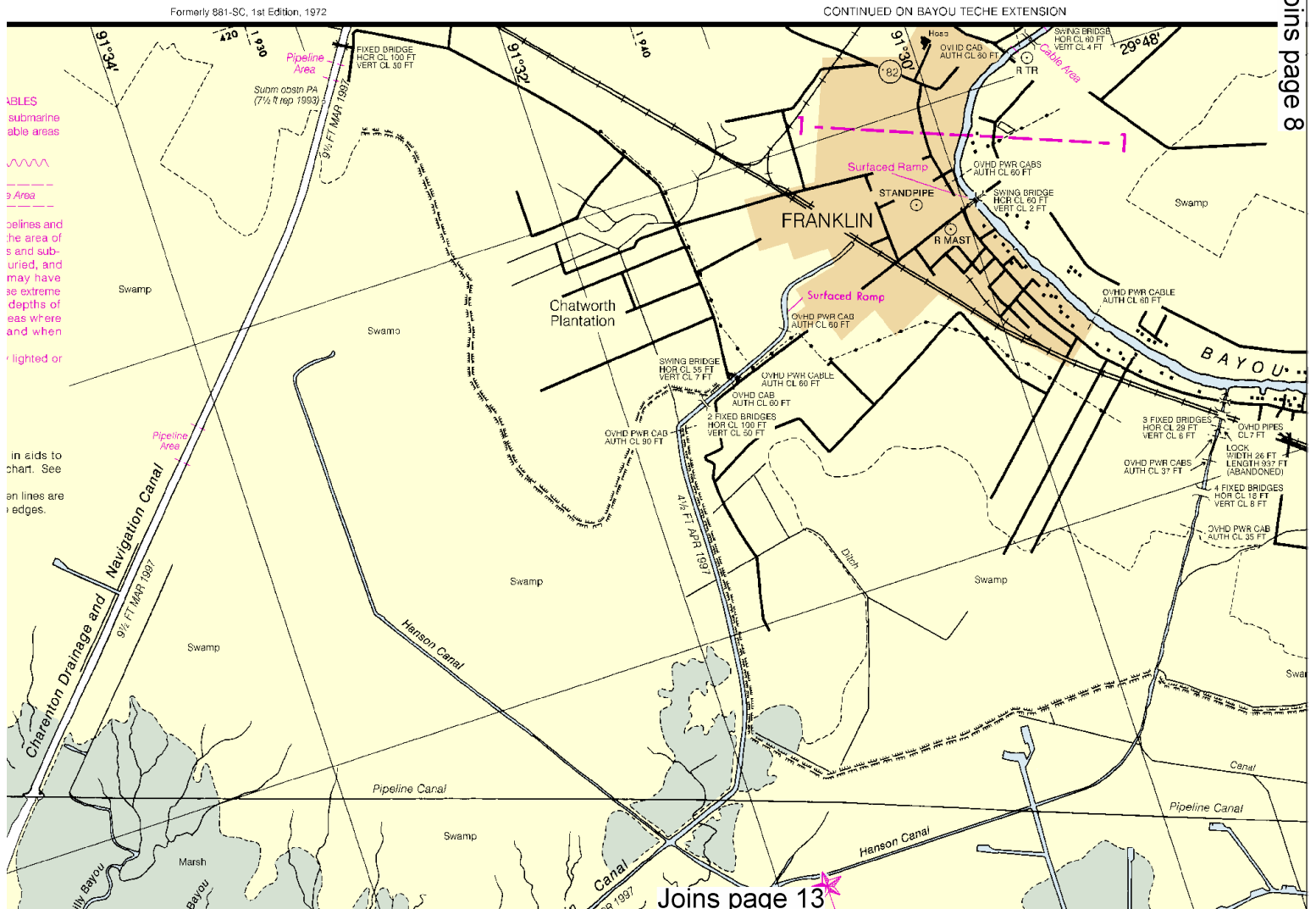
Additional information can be

## PUBLIC BOATING INSTRUCTION PROGRAMS

The United States Power Squadrons (USPS) and U.S. Coast Guard Auxiliary (USCGAUX), national organizations of boaters, conduct extensive boating instruction programs in communities throughout the United States. For information regarding these educational courses, contact the following sources:

USPS - Local Squadron Commander or USPS Headquarters, 1504 Blue Ridge Road, Raleigh, NC 27607, 888-367-8777

USCGAUX - COMMANDER (OAX), Eighth Coast Guard District, Hale Boggs Federal Building, Suite 1126, 500 Poydras Street, New Orleans, LA 70130, 800-524-8835 or USCG Headquarters, Office of the Chief Director (G-OCX), 2100 Second Street, SW, Washington, DC 20593



This BookletChart has been updated with: Coast Guard Local Notice To Mariners: 0710 2/16/2010,  
 NGA Weekly Notice to Mariners: 0910 2/27/2010,  
 Canadian Coast Guard Notice to Mariners: n/a .

7

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)  
Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	Is isophase	OBSC obscure	s seconds
Bn beacon	LI HO lighthouse	OC occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
UA diaphone	m minutes	Q quick	VC very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		Rn radiobeacon	Y yellow

Bottom characteristics:

Blds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Gr grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Obstn obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	

(1) Wreck, rock, obstruction, or shall swept clear to the depth indicated.  
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.  
COLREGS: International Regulations for Preventing Collisions at Sea, 1972.  
Demarcation lines are shown thus: — — — — —

Additional information can be obtained at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

HORIZONTAL DATUM

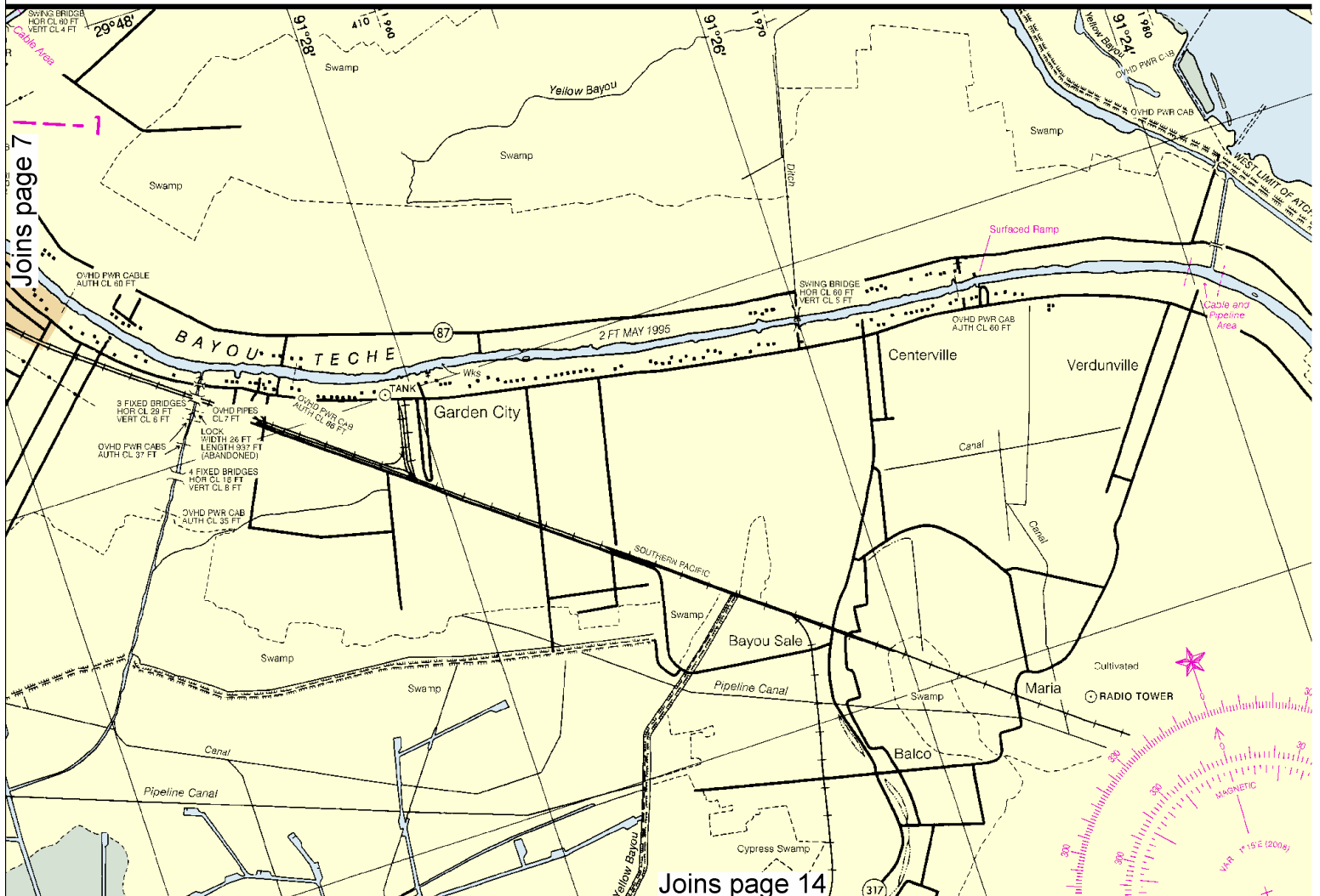
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.746" northward and 0.433" westward to agree with this chart.

auxiliary  
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formation

Ridge

Boggs  
70130,  
, 2100

NSION



8

Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

See Note on page 5.





HEIGHTS  
Heights in feet above Mean High Water.

AUTHORITIES  
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

SUPPLEMENTAL INFORMATION  
Consult U.S. Coast Pilot 5 for important supplemental information.

CAUTION  
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

WARNING  
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

TIDAL INFORMATION  
Predicted times for high and low tides may be obtained in West Cote Blanche Bay (29° 44' - 91° 43') by adding 2 hours 19 minutes for high water, and 2 hours 16 minutes for low water; and in Weeks Bay (29° 48' - 91° 59') by adding 1 hour 44 minutes for high water, and 2 hours 32 minutes for low water, to the times listed in the Galveston, Texas tide table.  
In the Intracoastal Waterway between Wax Lake Outlet and Forked Island the periodic tide is negligible.

# NAUTICAL CHART 11350 INTRACOASTAL WATERWAY



## LOUISIANA WAX LAKE OUTLET TO FORKED ISLAND Including Bayou Teche, Vermilion River, and Freshwater Bayou

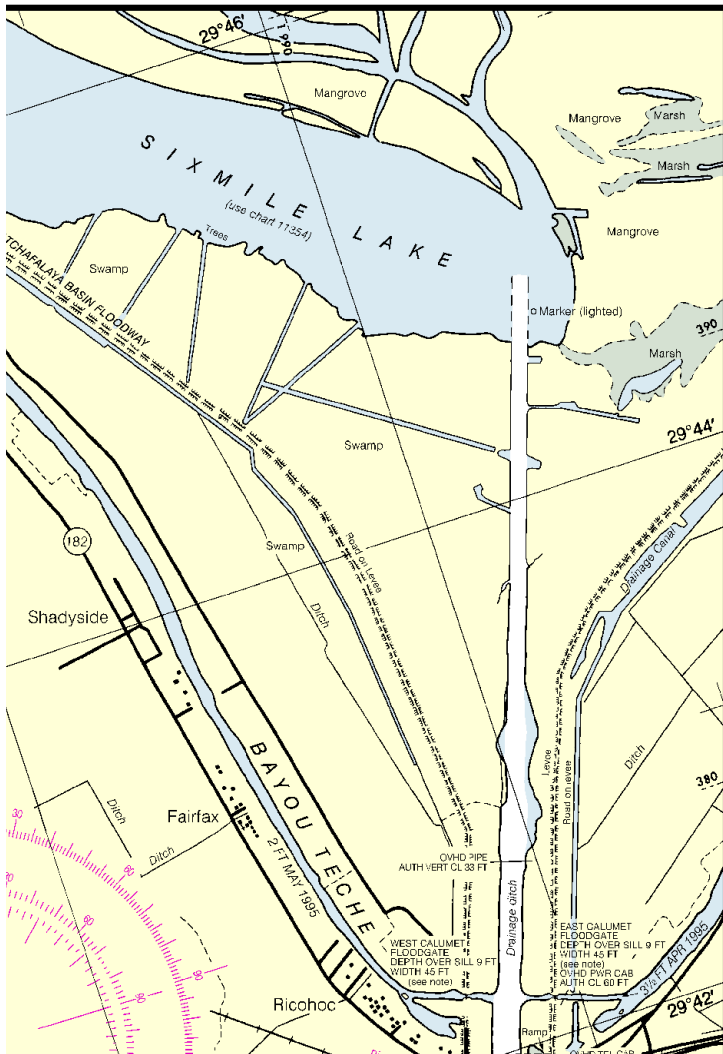


Chart 11350 27th Ed., Jun. /08  
Corrected through NM Jun. 14/08, LNM Jun. 3/08

Published at Washington, D.C.  
U.S. DEPARTMENT OF COMMERCE  
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
NATIONAL OCEAN SERVICE  
COAST SURVEY

MERCATOR PROJECTION, SCALE 1:40,000 AT LAT. 29°46'  
SOUNDINGS IN FEET  
AT MEAN LOWER LOW WATER  
North American Datum of 1983  
(World Geodetic System 1984)



NSN 7642014010223  
NGA REFERENCE NO. 11XHA11350



ED. NO. 27

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Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

Louisiana State Grid, south zone, is indicated by dashed ticks at 10,000 foot intervals.  
The last three digits are omitted.

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved.

Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

The "Rules of the Road" state that recreational boats shall not impede the passage of a vessel that can navigate only within a narrow channel or fairway. Large vessels may appear to move slowly due to their large size but actual *transit* at speeds in excess of 12 knots, requiring a great distance in which to maneuver or stop. A large vessel's superstructure may block the wind with the result that sailboats and sailboards may unexpectedly find themselves unable to maneuver. Bow and stern waves can be hazardous to small vessels. Large vessels may not be able to see small craft close to their bows.

The controlling depths are published periodically in the U.S. Coast Guard Local Notice to Mariners.

The Waterway is indicated by a magenta line. Mileage distances shown along the Waterway are in Statute Miles, based on zero at Harvey Lock, LA, and are indicated thus: —●—

Tables for converting Statute Miles to International Nautical Miles are given in U.S. Coast Pilot 5.

The U.S. Aids to Navigation System is designed for use with nautical charts, and the exact meaning of an aid to navigation may not be clear unless the appropriate chart is consulted.

Aids to navigation marking the Intracoastal Waterway exhibit unique yellow symbols to distinguish them from aids marking other waterways.

When following the Intracoastal Waterway westward from Carrabelle, FL to Brownsville, TX, aids with yellow triangles should be kept on the starboard side of the vessel and aids with yellow squares should be kept on the port side of the vessel.

A horizontal yellow band provides no lateral information, but simply identifies aids to navigation as marking the Intracoastal Waterway.

Uncharted platforms, gas and oil well structures, pipes, piles and stakes exist within the obstruction areas outlined by dashed magenta lines. Additionally, uncharted platforms, gas and oil well structures, pipes, piles and stakes can exist outside the outlined obstruction areas, and within the limits of this chart.

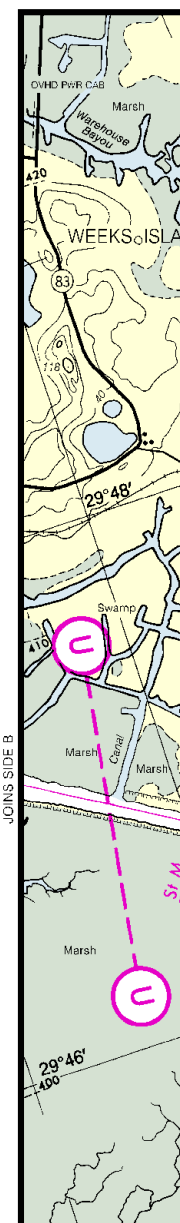
Motorless craft have the right-of-way in almost all cases. Sailing vessels and motorboats less than sixty-five feet in length shall not hamper, in a narrow channel, the safe passage of a vessel which can navigate only inside that channel.

A motorboat being overtaken has the right-of-way.  
Motorboats approaching head to head or nearly so should pass port to port.

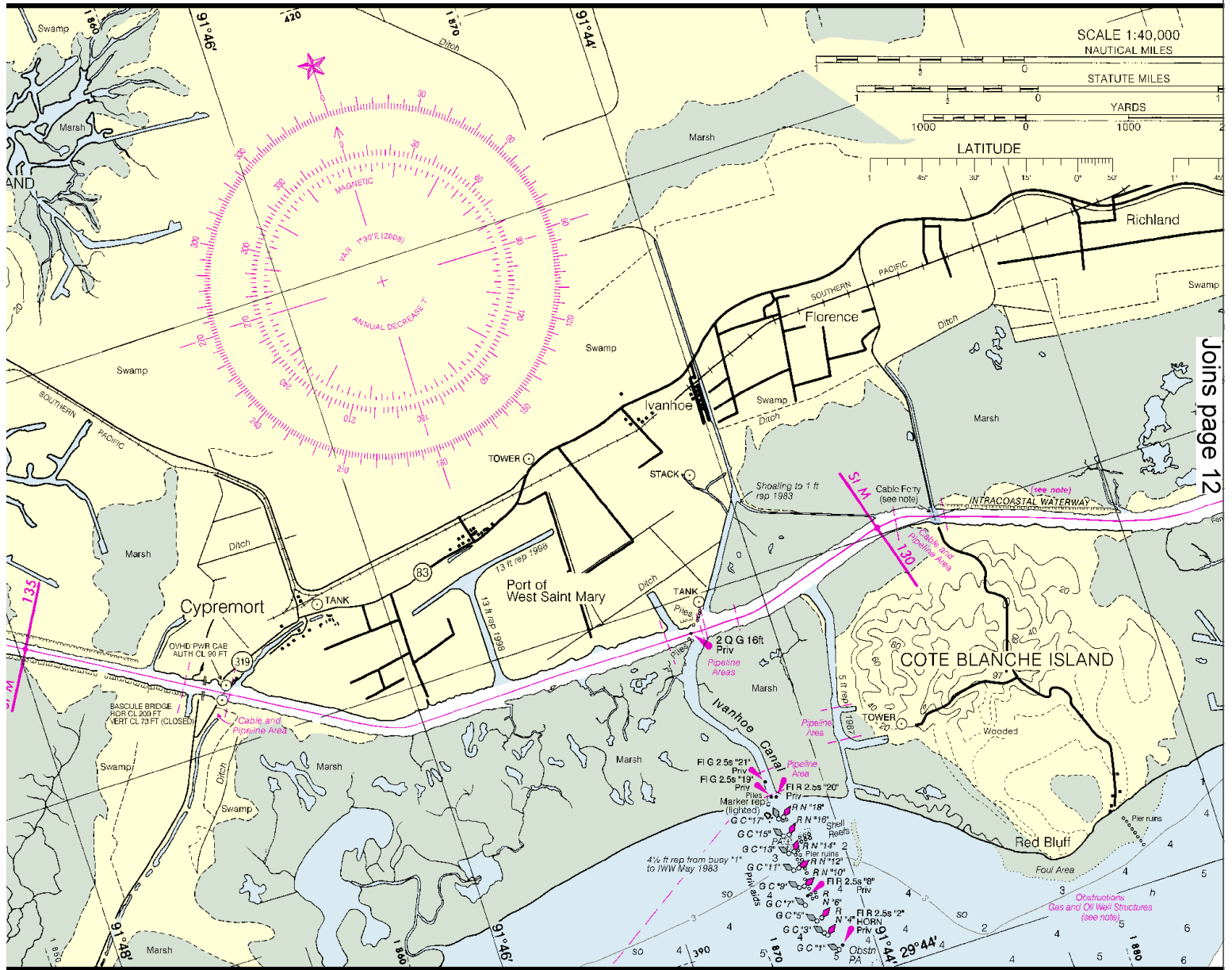
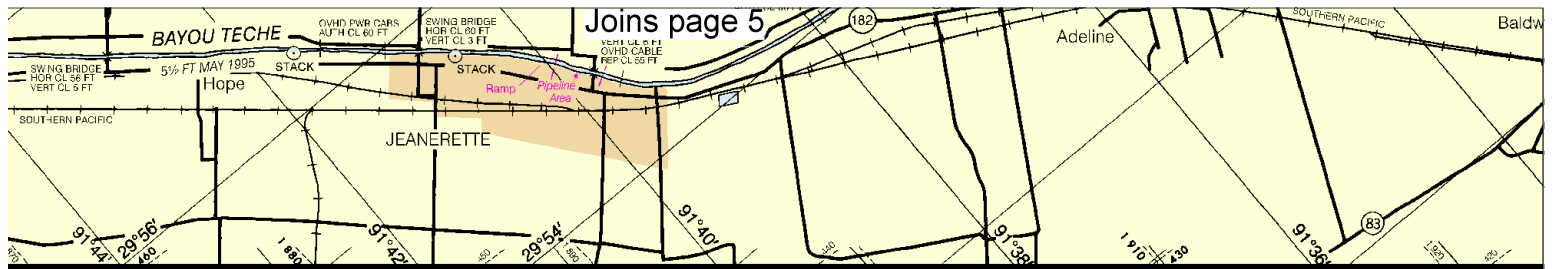
When motorboats approach each other at right angles or obliquely, the boat on the right has the right-of-way in most cases.

Motorboats must keep to the right in narrow channels when safe and practicable.

Mariners are urged to become familiar with the complete text of the Rules of the Road in U.S. Coast Guard publication "Navigation Rules."

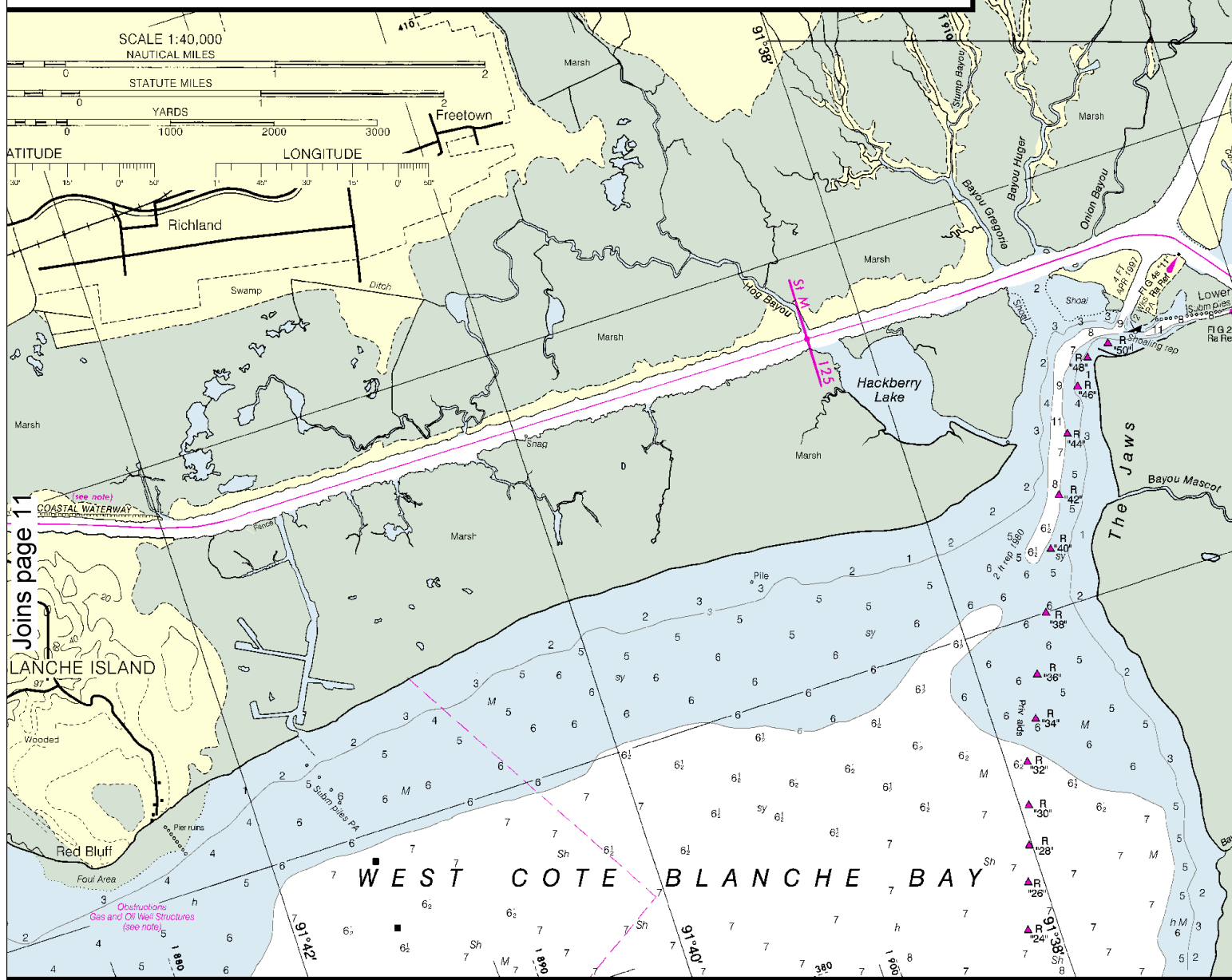
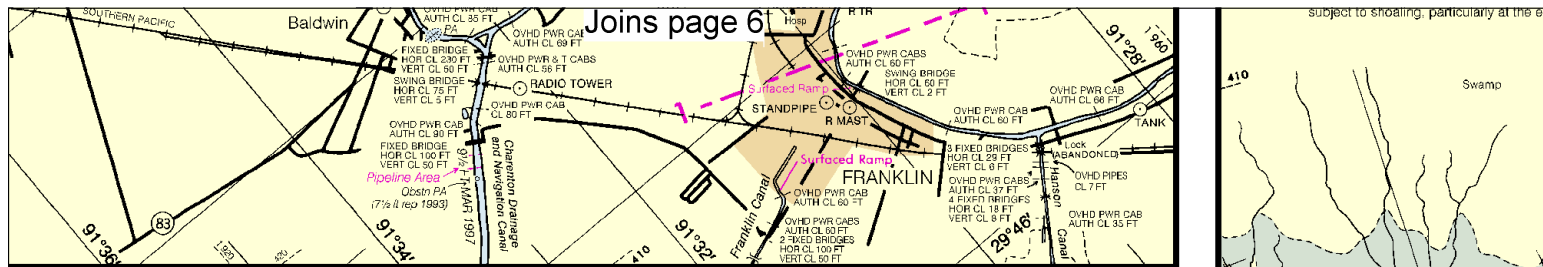






CONTINUED ON CHART 11351

Joins page 17



CONTINUED ON CHART 11351

Joins page 18

12

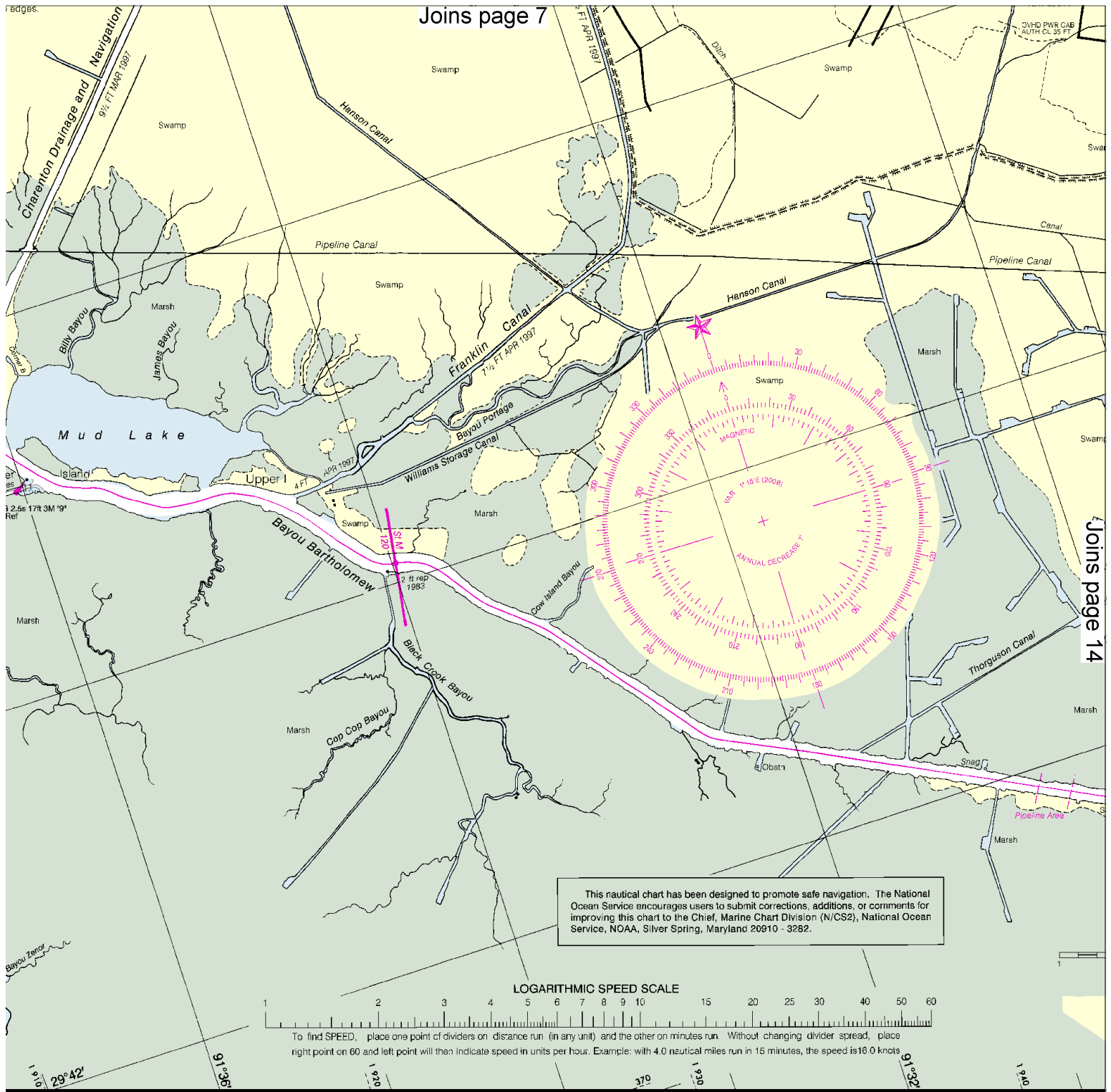
Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

See Note on page 5.







Joins page 7

Joins page 14

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910 - 3282.

LOGARITHMIC SPEED SCALE

To find SPEED, place one point of dividers on distance run (in any unit) and the other on minutes run. Without changing divider spread, place right point on 60 and left point will then indicate speed in units per hour. Example: with 4.0 nautical miles run in 15 minutes, the speed is 16.0 knots.

Joins page 19

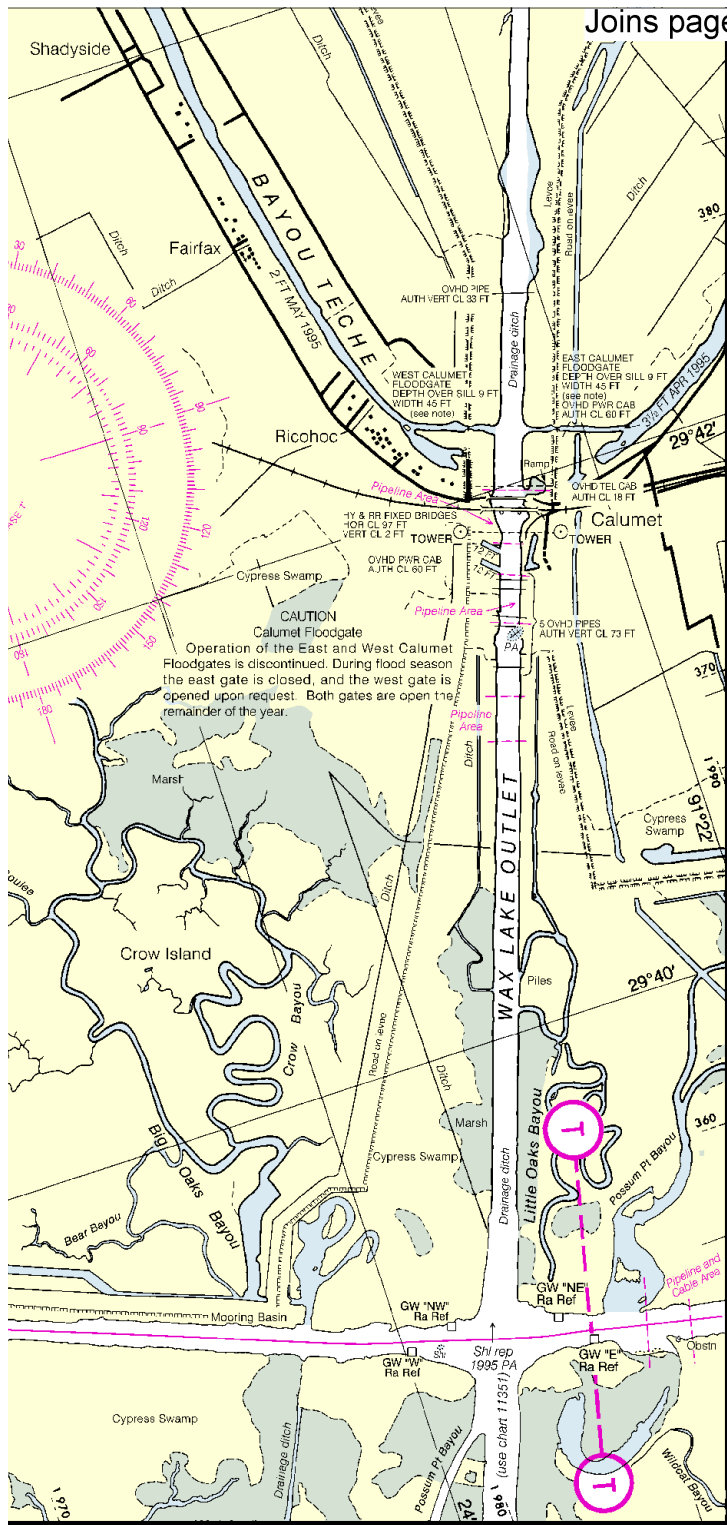


MERCATOR PROJECTION, SCALE 1:40,000 AT LAT. 29°46'  
SOUNDINGS IN FEET  
AT MEAN LOWER LOW WATER  
North American Datum of 1983  
(World Geodetic System 1984)



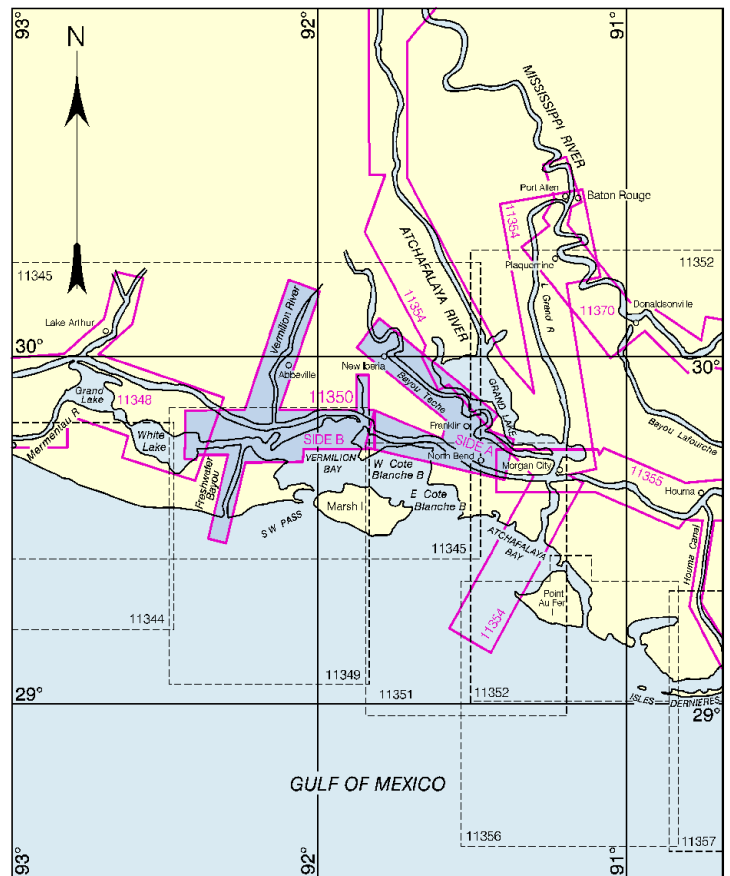
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NGA REFERENCE NO. 11XHA11350

**SIDE A**



CONTINUED ON CHART 11351

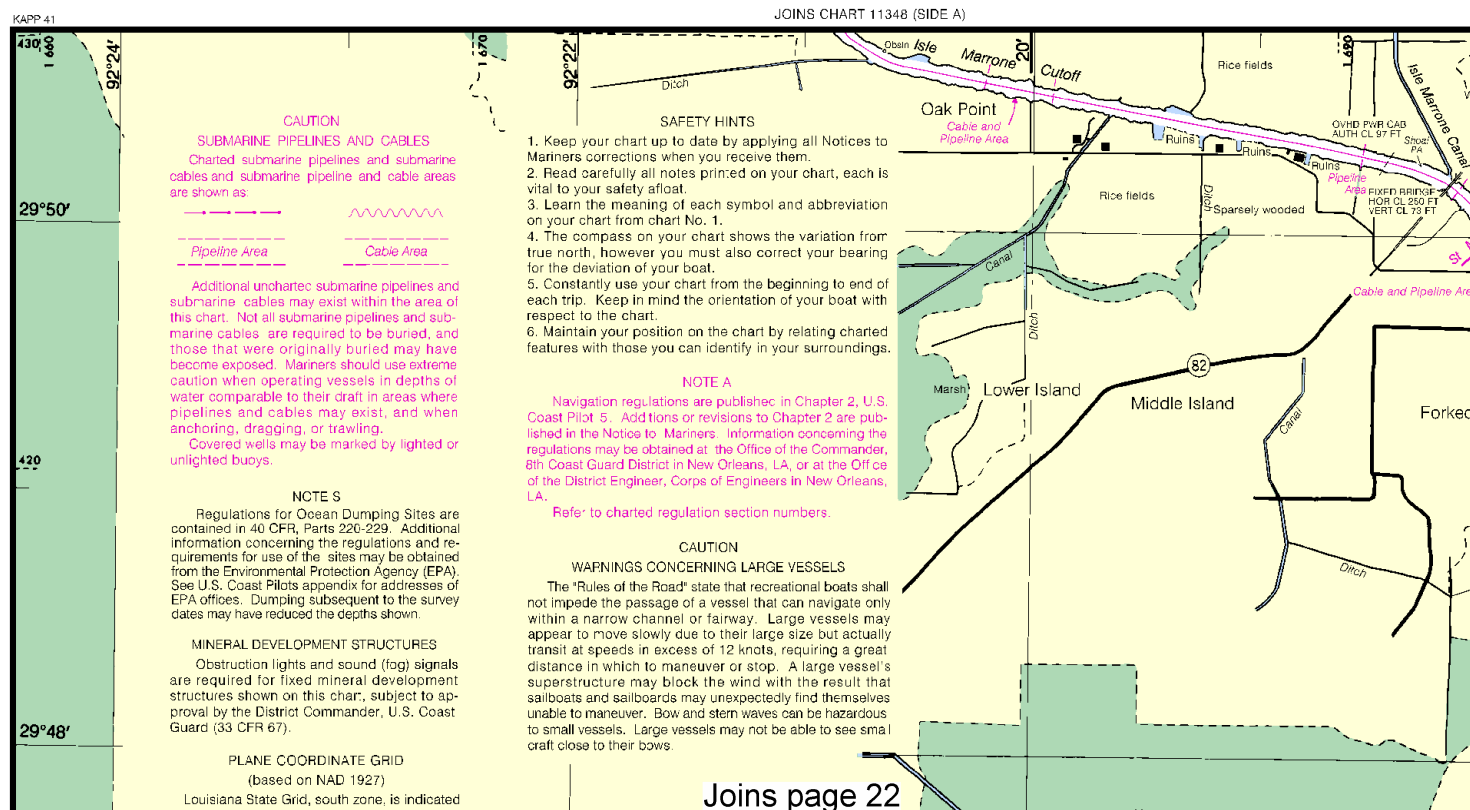
NAUTICAL CHART DIAGRAM



11350



## Joins page 10



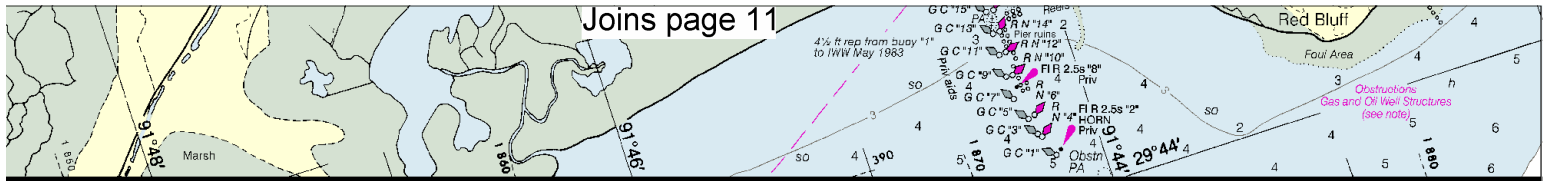
16

Printed at reduced scale.

~~SCALE 1:40,000~~  
Nautical Miles

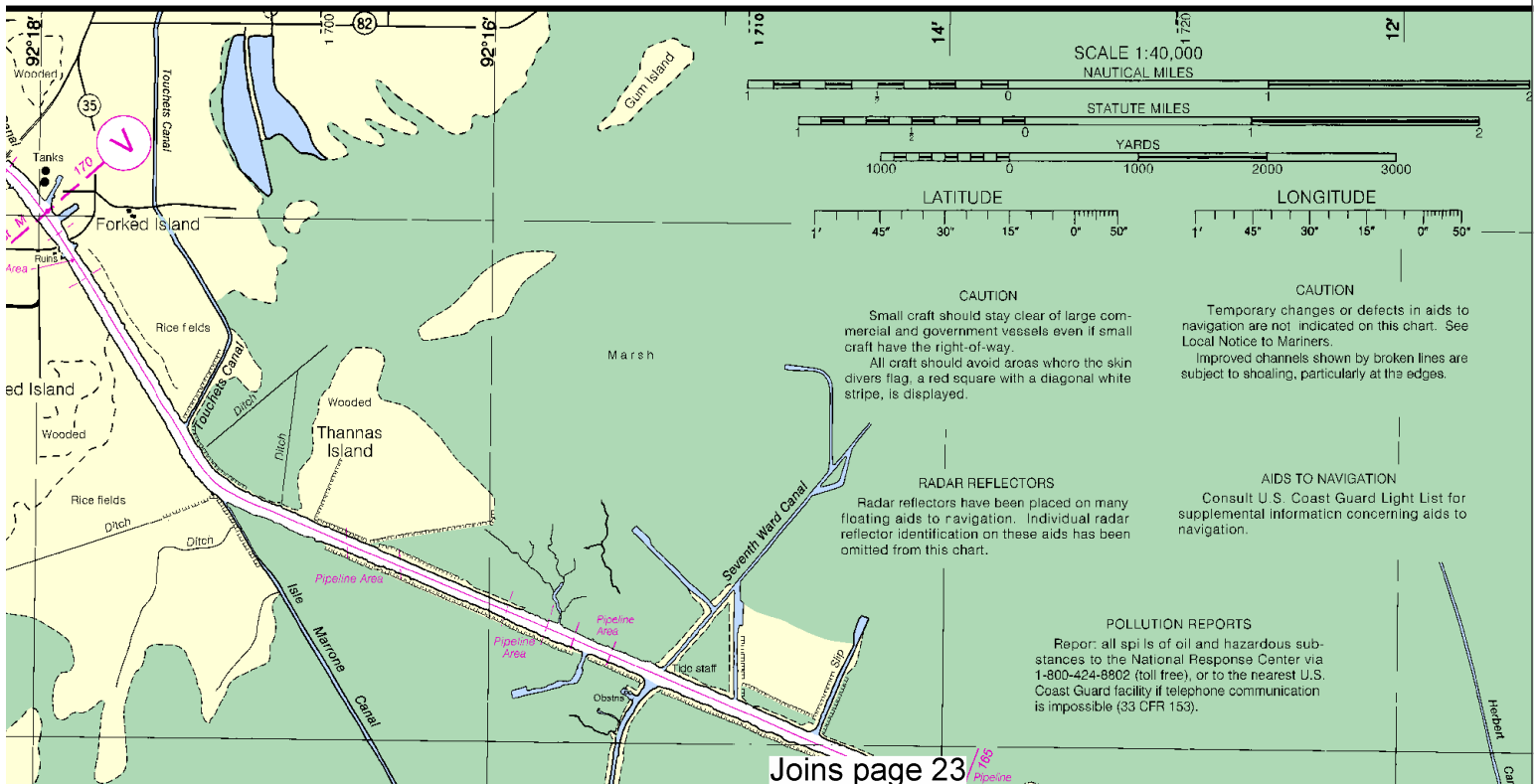
See Note on page 5.

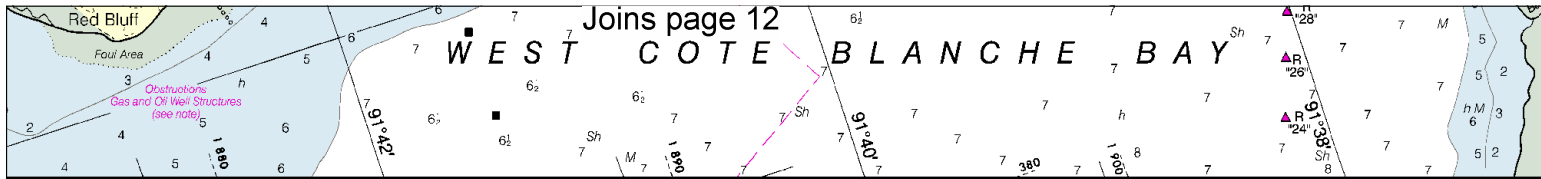




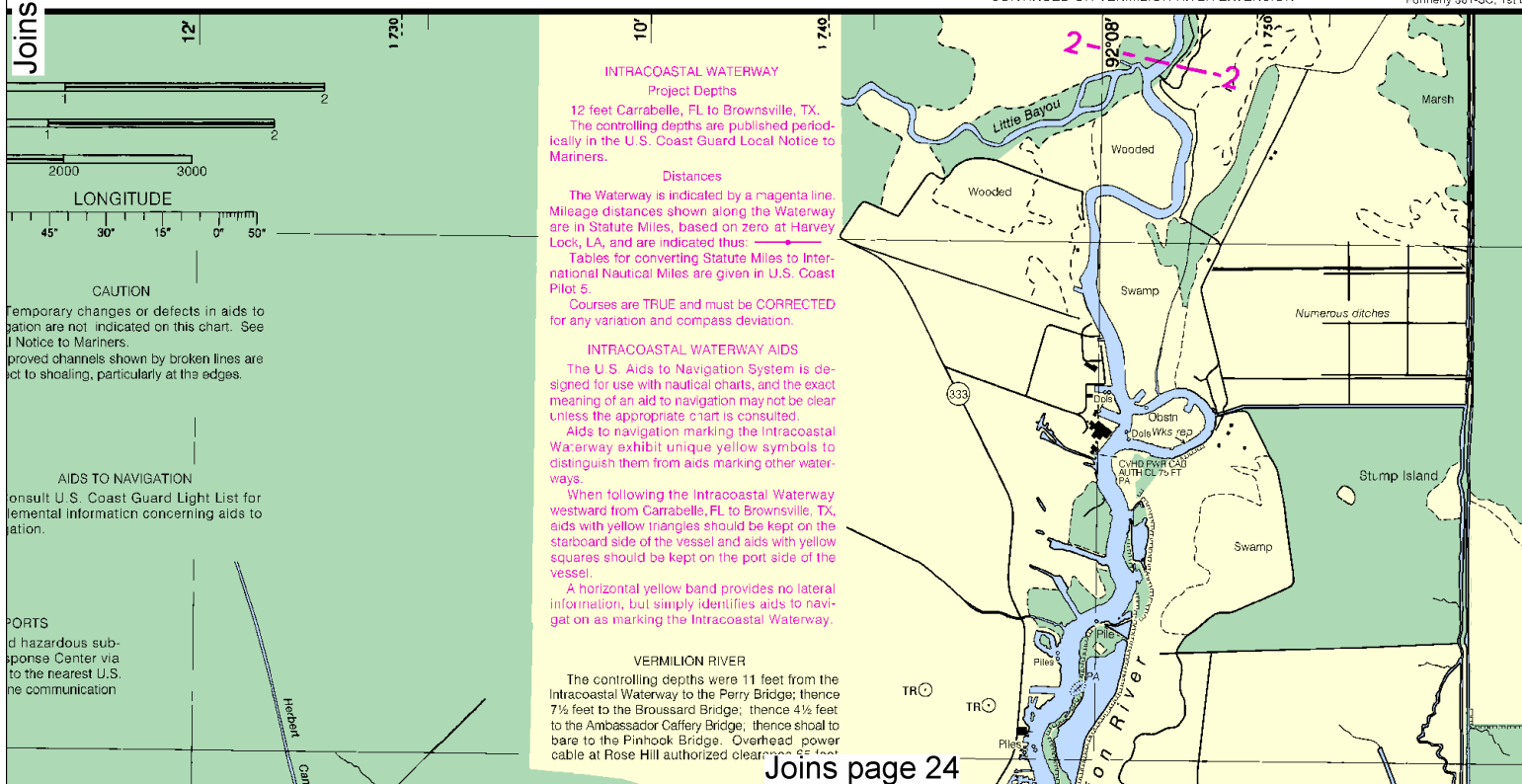
CONTINUED ON CHART 11351

Joins page 18





Joins page 17



18

Printed at reduced scale.

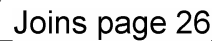
SCALE 1:40,000  
Nautical Miles

See Note on page 5.

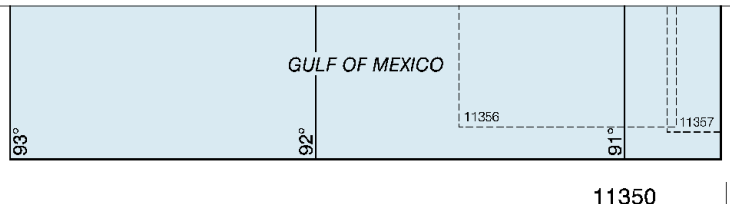
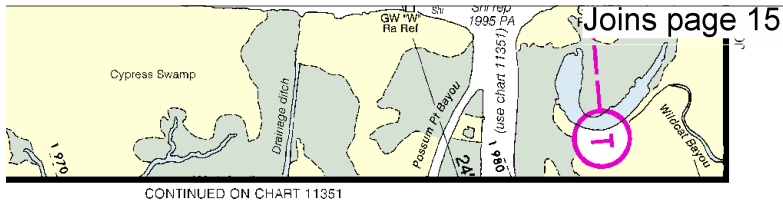




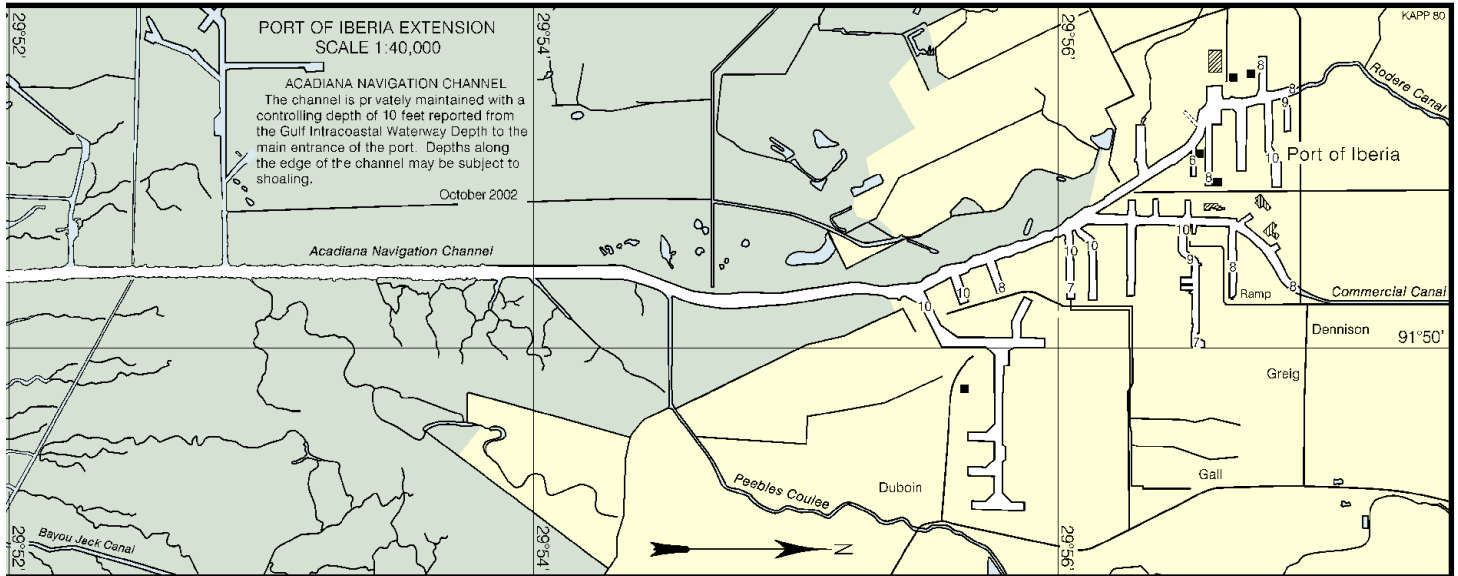




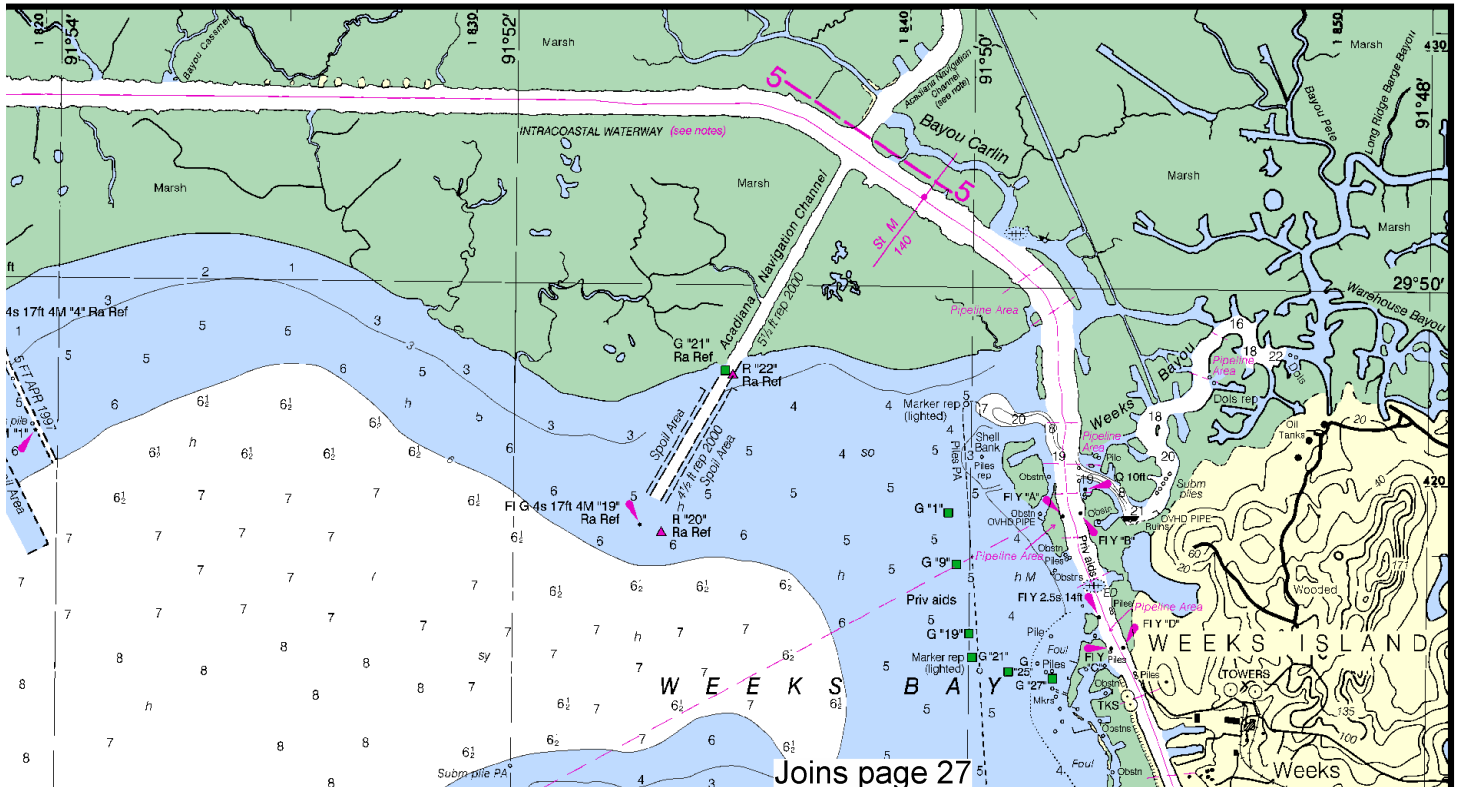
See Note on page 5.



11350



CONTINUED ON PORT OF IBERIA EXTENSION





Joins page 16 Identify in your surroundings.

#### NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 5. Additions or revisions to Chapter 2 are published in the Notices to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 8th Coast Guard District in New Orleans, LA, or at the Office of the District Engineer, Corps of Engineers in New Orleans, LA.

Refer to charted regulation section numbers.

#### CAUTION

##### WARNINGS CONCERNING LARGE VESSELS

The "Rules of the Road" state that recreational boats shall not impede the passage of a vessel that can navigate only within a narrow channel or fairway. Large vessels may appear to move slowly due to their large size but actually transit at speeds in excess of 12 knots, requiring a great distance in which to maneuver or stop. A large vessel's superstructure may block the wind with the result that sailboats and sailboards may unexpectedly find themselves unable to maneuver. Bow and stern waves can be hazardous to small vessels. Large vessels may not be able to see small craft close to their bows.

#### NOTE S

Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229. Additional information concerning the regulations and requirements for use of the sites may be obtained from the Environmental Protection Agency (EPA). See U.S. Coast Pilot's appendix for addresses of EPA offices. Dumping subsequent to the survey dates may have reduced the depths shown.

#### MINERAL DEVELOPMENT STRUCTURES

Obstruction lights and sound (fog) signals are required for fixed mineral development structures shown on this chart, subject to approval by the District Commander, U.S. Coast Guard (33 CFR 67).

#### PLANE COORDINATE GRID

(based on NAD 1927)

Louisiana State Grid, south zone, is indicated by dashed ticks at 10,000 foot intervals. The last three digits are omitted.

#### CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

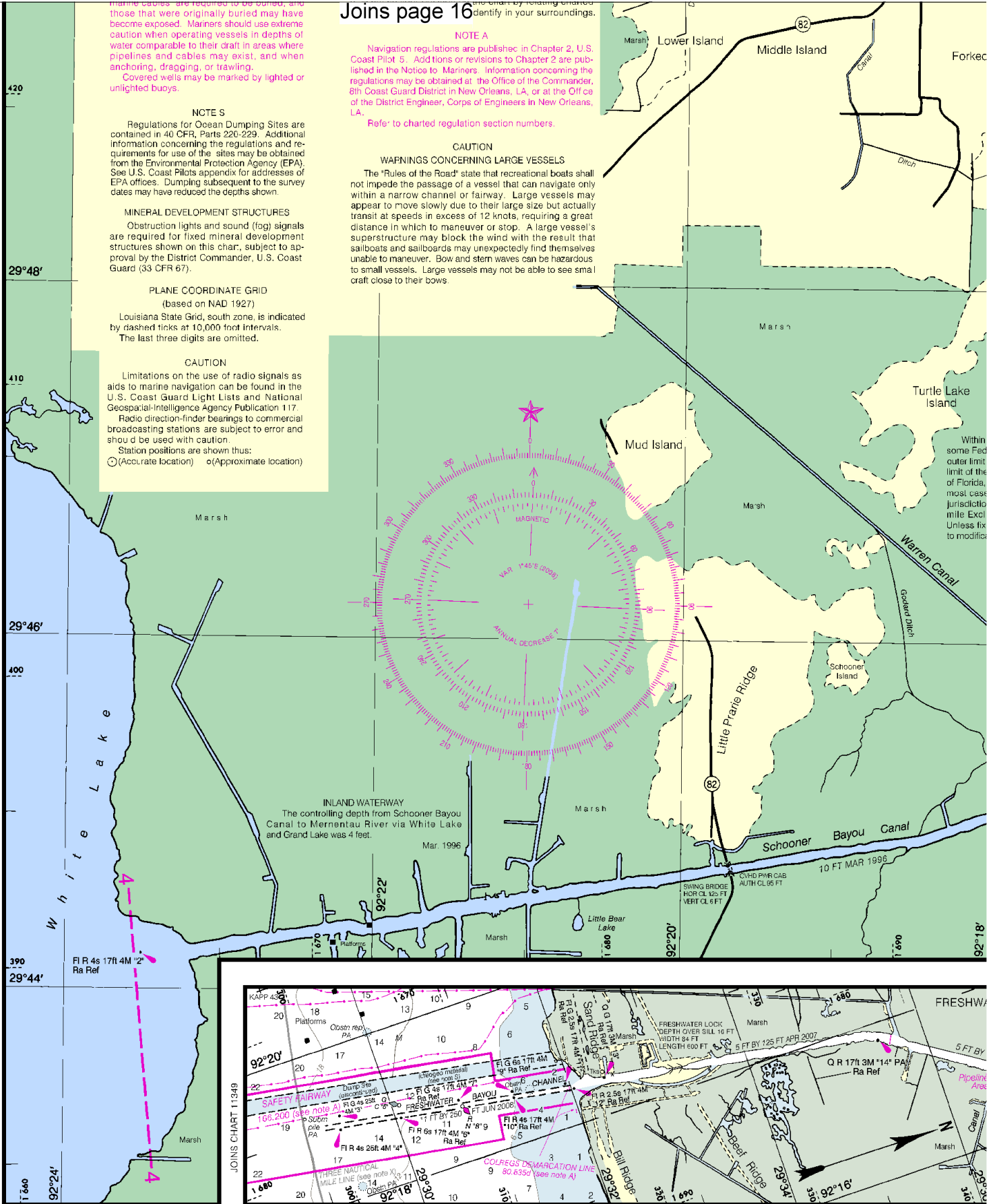
Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:

○ (Accurate location) ○ (Approximate location)

SIDE B

JOINS CHART 11348 (SIDE B)



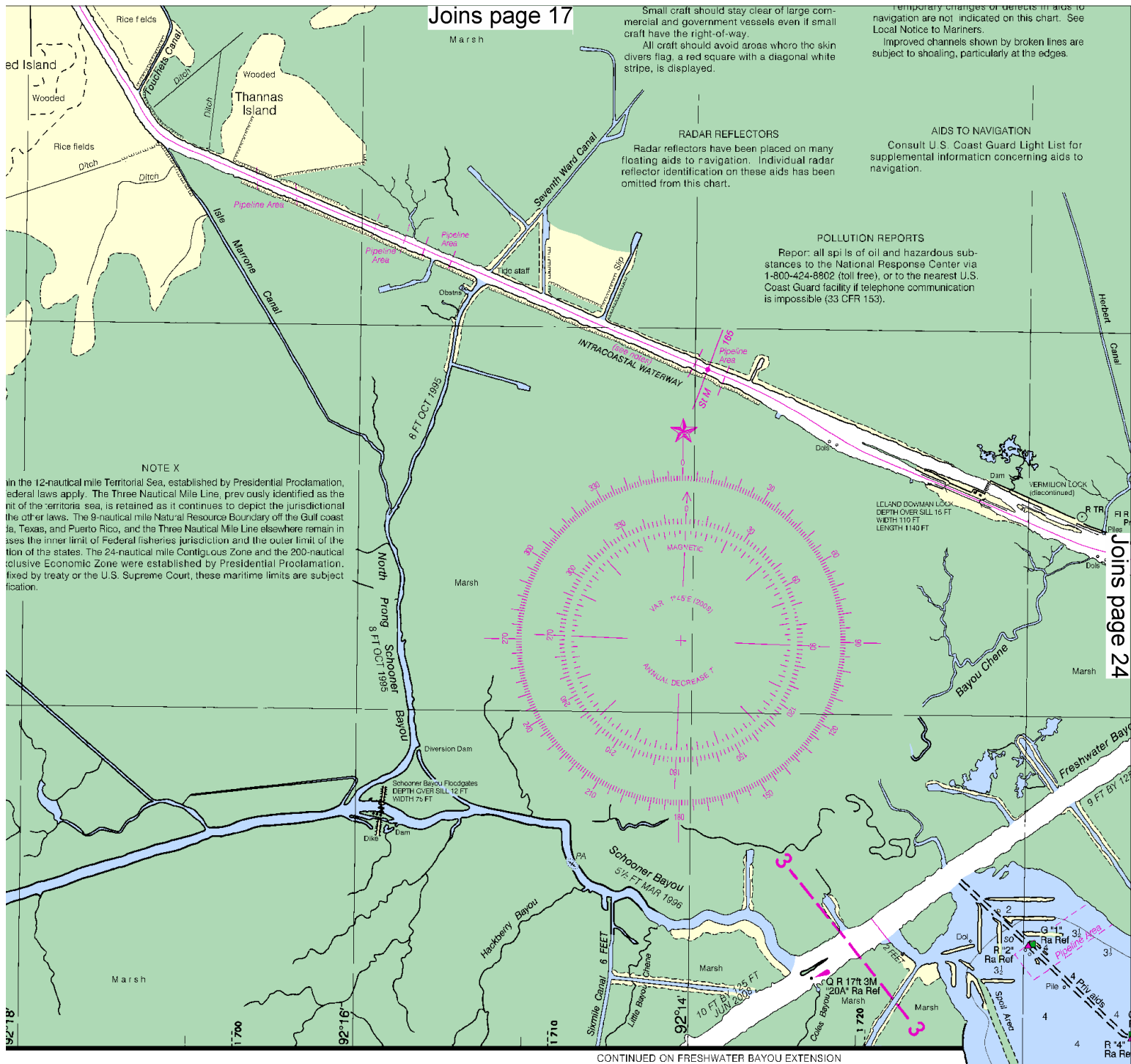
11350 27th Ed., Jun/08 Corrected through NM Jun. 14/08, LNM Jun. 3/08

Printed at reduced scale.

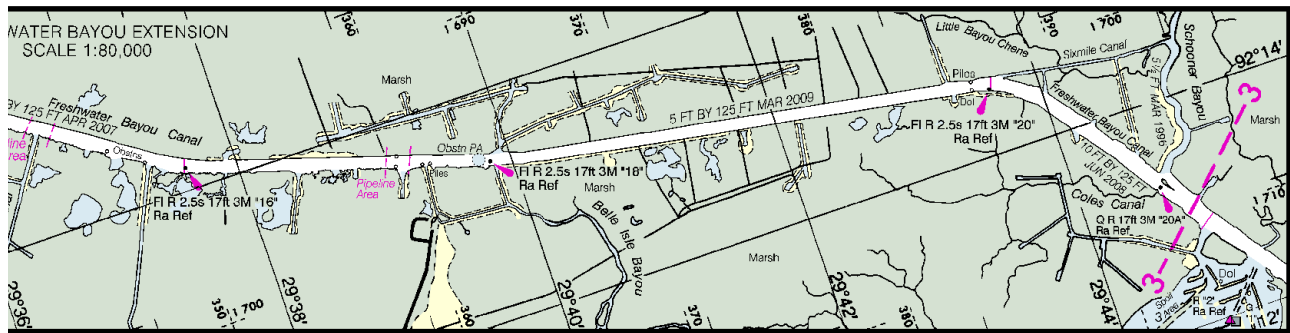
SCALE 1:40,000  
Nautical Miles

See Note on page 5.





CONTINUED ON FRESHWATER BAYOU EXTENSION



**REPORTS**  
and hazardous sub-  
sponse Center via  
to the nearest U.S.  
ne communication

for a Joins page 18 ion.

## INTRACOASTAL WATERWAY AIDS

The U.S. Aids to Navigation System is designed for use with nautical charts, and the exact meaning of an aid to navigation may not be clear unless the appropriate chart is consulted.

Aids to navigation marking the Intracoastal Waterway exhibit unique yellow symbols to distinguish them from aids marking other waterways.

When following the Intracoastal Waterway westward from Carrabelle, FL to Brownsville, TX, aids with yellow triangles should be kept on the starboard side of the vessel and aids with yellow squares should be kept on the port side of the vessel.

A horizontal yellow band provides no lateral information, but simply identifies aids to navigation as marking the Intracoastal Waterway.

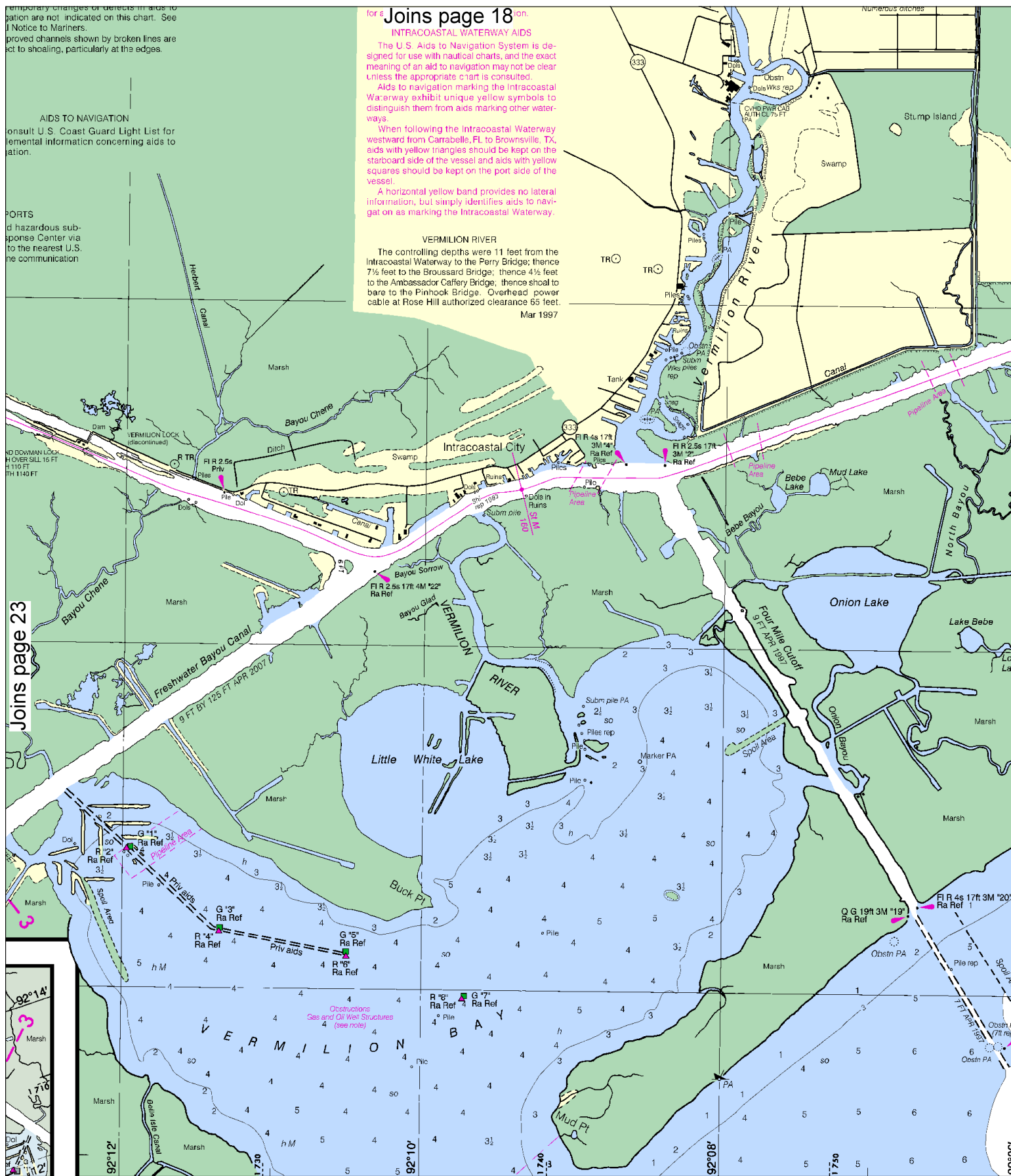
## VERMILION RIVER

The controlling depths were 11 feet from the Intracoastal Waterway to the Perry Bridge; thence 7½ feet to the Broussard Bridge; thence 4½ feet to the Ambassador Caffery Bridge; thence shoal to bare to the Pinhook Bridge. Overhead power cable at Rose Hill authorized clearance 65 feet.

Mar 1997

Mar 1997

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CONTINUED ON CHART 11349

Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

See Note on page 5.





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## EMERGENCY INFORMATION

### VHF Marine Radio channels for use on the waterways:

**Channel 6** – Inter-ship safety communications.

**Channel 9** – Communications between boats and ship-to-coast.

**Channel 13** – Navigation purposes at bridges, locks, and harbors.

**Channel 16 – Emergency, distress and safety calls** to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.

**Channel 22A** – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

**Channels 68, 69, 71, 72 & 78A** – Recreational boat channels.

### Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

### **HAVE ALL PERSONS PUT ON LIFE JACKETS !!**

### Mobile Phones – Call 911 for water rescue.

**Coast Guard Group Galveston**– 409-766-5620

**Coast Guard Group New Orleans**– 409-846-6162

**Coast Guard Station Sabine** – 409-971-2194

**Coast Guard Station Grand Isle**– 985-787-2136

**LA Wildlife and Fisheries**– 800-442-2511

**Coast Guard Atlantic Area Cmd** – 757-398-6390

**NOAA Weather Radio** – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

**Getting and Giving Help** – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



## NOAA CHARTING PUBLICATIONS

**Official NOAA Nautical Charts** – NOAA surveys and charts the national and territorial waters of the U.S, including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official Print-on-Demand Nautical Charts** – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at [www.OceanGrafix.com](http://www.OceanGrafix.com).

**Official Electronic Navigational Charts (NOAA ENC<sup>®</sup>)** – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official Raster Navigational Charts (NOAA RNC<sup>™</sup>)** – RNCs are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official BookletCharts<sup>™</sup>** – BookletCharts<sup>™</sup> are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is [www.NauticalCharts.gov/bookletcharts](http://www.NauticalCharts.gov/bookletcharts).

**Official PocketCharts<sup>™</sup>** – PocketCharts<sup>™</sup> are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

**Official U.S. Coast Pilot<sup>®</sup>** – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official On-Line Chart Viewer** – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is [www.NauticalCharts.gov/viewer](http://www.NauticalCharts.gov/viewer).

**Official Nautical Chart Catalogs** – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to <http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm>.

**Internet Sites:** [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov), [www.NOAA.gov](http://www.NOAA.gov), [www.TidesandCurrents.NOAA.gov](http://www.TidesandCurrents.NOAA.gov), [www.NOS.NOAA.gov](http://www.NOS.NOAA.gov).